June, 1958

PACIFIC FISHERMAN

Japan Forces U. S. Sacrifice p7

Tuna Seining Sets Bluefin Record . . p9

JUN 1958
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Bristol Bay Setnetting —

Guy Groat, his wife and Chas. Tiegland, with their 10-horsepower outboard, take the Red salmon catch from a heavily-laden gillnet on the Naknek in this photo by Warner Leonardo. Setnets necessarily fish close to shore.

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Our Fifty-Sixth Year—

JUNE, 1958
Vol. 56 No. 7

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PRESSTIME REPORTS

Modified Pelly Bill Approved by Congressmen

● "Do pass" approval of a modified Pelly Bill to control salmon imports was voted as this issue went to press by the Congressional sub-committee on fisheries.

The bill, amended to meet some of the objections raised by the departments of State and Interior, would forbid entry into the United States of salmon caught by means which capture immature salmon and at times when races are so intermingled as to make impossible management designed to assure spawning escapements to specific streams.

Japanese Get 4,150 Tons In 8 Days of Fishing

● Japanese high seas salmon catch, as reported to *Pacific Fisherman* at presstime, consisted of 4,150 metric tons of salmon in the first eight days of fishing. Species segregation of this catch, and the locations of the operating fleets, were not then available.

In the first five days of fishing the Japanese were reported to have taken 1,085 metric tons of Reds and 1,064 metric tons of Chums.

First shipment of new season salmon to reach Tokyo arrived May 24, consisting of 10 tons of salted fish and 120 tons of frozen.

Official U. S. Forecast For Bristol Bay Run

● D. L. McKernan, director, U. S. Bureau of Commercial Fisheries, May 22 estimated a 1958 Bristol Bay Red salmon racial population as 12 million fish, of which the Japanese took 1 million as immatures in 1957. He expects the Japanese high seas fishing will take 3 million more Bristol Bay Reds this summer, leaving only 8 million to reach American waters. Of these, he counts 5 million as the *minimum* spawning escapement required under the federal law. Optimum escapement is 10 to 15 million.

The estimated 3 million Reds available for the fishery compares with the 4.5 million fish taken in 1955, when the catch was the smallest in 20 years.

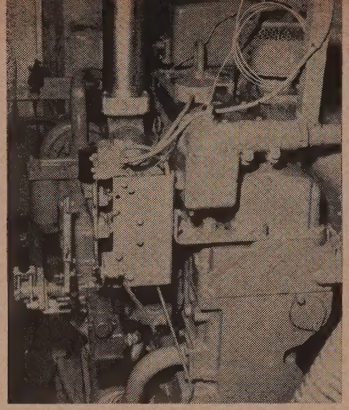
Japanese Proposals Not Regarded as "Concessions"

● "Concessions" by the Japanese government, which in May announced its intention to limit its catch of Red salmon catch in the North Pacific to 11 million fish, as against 20 million in 1957, were labelled as no concessions at all by Americans close to the picture.

Advisors to the American Section of the International North Pacific Fisheries Commission contended that the Japanese program counted on taking at least as large a percentage of the fish available as in 1957; and that the catch would be smaller only because there would be fewer fish available—while the Japanese fishing effort has risen from 405 "catcher" vessels in 1957 to 432 this year.

Interim North Pacific Meeting Set for Aug.

● Members of the "Ad Hoc", or Special, committee of the North Pacific Fisheries Commission will be held in Honolulu during the second week in August. Proposed by Canada and agreed to by Japan and the United States, the meeting is expected to explore informally the primary problems the commission will deal with in Tokyo next fall, when matters of the great import will be dealt with.



This Caterpillar D326 Marine Engine furnishes propulsion power for the "Elfin." "I like my D326. It's an engine that embodies all the latest design features," comments Skipper Elzenga.

"I was tired of seeing Cat-powered boats pass me up," says Skipper Elzenga. "Now my Cat D326 Marine Engine puts me right up with the leaders."

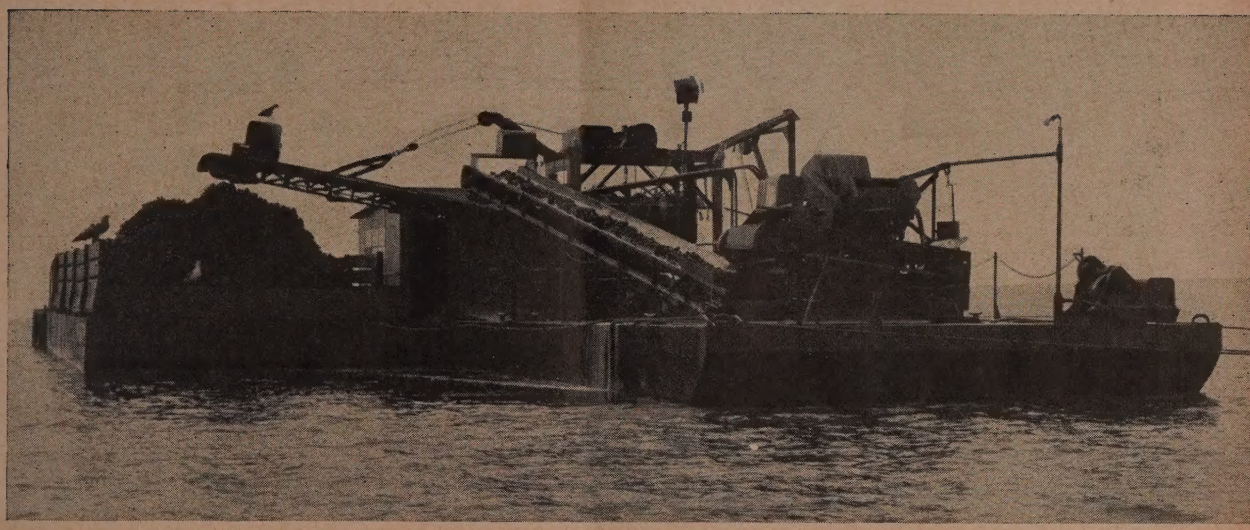
Mr. and Mrs. Dave Elzenga, Aberdeen, Washington, aboard their fishing boat, "Elfin," operating out of Hoquiam, Washington. Boat is 52' long with 14.5' beam and 7' draft. A Cat D326 Marine Engine drives a 40" x 29" wheel to 8½ knots with 18-ton load.

Dave Elzenga, owner of the 52' "Elfin," has been fishing for salmon and tuna since 1947, all along the Pacific Coast. He decided he wasn't getting enough propulsion power, so . . . "I snooped around and saw all makes and decided on Cat Power. I talked to other owners, too, and they said Cat Engines proved economical and dependable."

Skipper Elzenga installed his D326 himself. "Being a former tool and die maker," he says, "I can appreciate good workmanship. I'm really pleased with the engine's performance and find it drives my boat faster than I expected. The added speed will enable me to get to the fishing ground sooner—give me more time to fish—get me back fast."

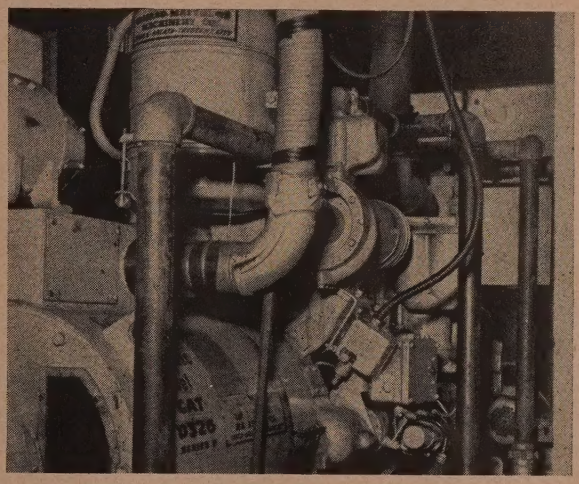
Cat Marine Engines are famous for low down time and ease of maintenance. One reason is their trouble-free fuel systems. Fuel injection valves and pumps are interchangeable and entirely free from adjustment. And the easily replaced capsule valve with its single, large orifice, combined with the Caterpillar-designed precombustion chamber, gives foul-free performance when trolling or idling.

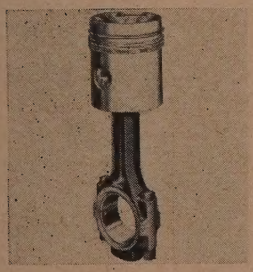
These modern, heavy-duty Cat Marine Engines are available from 62 to 500 HP (continuous ratings). Let your Caterpillar Dealer recommend the correct power size for your boat. And don't forget



Electrical power for *all* equipment on this oyster dredge, "Ralph Hayes," is supplied by a Cat D326 Electric Set. Power failure in an operation like this would prove costly to owner Coast Oyster Company. That's why they chose Cat equipment, long known for dependability and continuous, honestly rated power. And they like the service they get from their Caterpillar Dealer.

Here's a closer look at the Cat D326 Electric Set generating all the power for the "Ralph Hayes" shown above. One of the features most liked by fishermen about the D326 is its ability to give top performance with low-cost fuel oil, available anywhere you tie up.





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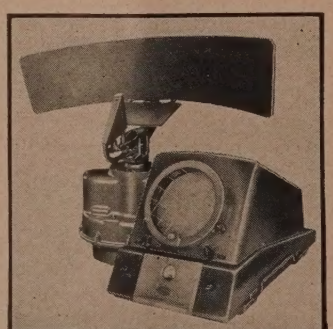

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PACIFIC FISHERMAN JUNE 1958

Japan's Fishing Intensity Forces American Sacrifice

At Least 20% Lopped Off Fishing Time on Bristol Bay

● Counting as inadequate from the standpoint of conservation Japan's proposed reduction of its high seas catch of Red salmon near the North Pacific Abstention Line, the U. S. Bureau of Commercial Fisheries will reduce the fishing time on Bristol Bay during the 1958 season which opens June 24.

It is taking this action as essential to the fulfillment of responsibility laid on it by the national law to secure escapement of Alaska salmon adequate for maintenance of the resource.

At presstime it appeared that fishing time would be reduced by a half-day per week, allowing two days for fishing. It is expected the season will open on that basis; but there is no guarantee that the open period will not be further reduced if the run gives evidence of having suffered severe drain in the Japanese high seas fishery.

Donald L. McKernan, director of the Bureau of Commercial Fisheries, told George Johansen, secretary of the Alaska Fishermen's Union, late in May that the elimination of a half-day of fishing per week was the least which could be expected under Japan's proposal to hold its fleets to 11 million Red salmon, without assurance that salmon of North American origin would be protected.

A run below expectations, or containing many fish which have suffered injury in high seas gillnets, and which thus might not spawn effectively, may be expected to signal further reduction of fishing time—

And possibly complete closure.

It should be recalled that at the Vancouver meeting of the North Pacific Commission last November the Bureau of Commercial Fisheries declared that such closure would be inevitable without adequate observation by Japan of the obligations of conservation which it accepted under the treaty.

The cut in fishing time works severe hardship upon the fishermen, and particularly upon the Alaska residents who count on the Bristol Bay fishing for most of their livelihood. Moreover, the possibility of further reduction—or even complete closure—sets up an acute hazard for the operators, who must risk millions to mount an operation which may be closed down before it is well begun because of the intensity of Japanese fishing on Red salmon stocks of North American origin.

Japan Offers Catch Cut To 11 Million Red Salmon

● Early in May Kenjiro Nishimura, deputy director of the Japan Fishery Agency, negotiating with W. C. Herrington, U. S. Department of State special assistant for fisheries, gave his government's response to the American contention that the Japanese high seas fishery was taking a heavy toll of Red salmon of American origin, contrary to the principles of the North Pacific treaty.

He offered:

1. Japan's Red salmon catch in the Russian-Japan treaty area this year would be held to 11 million fish;

2. Japan would restrict the operation of its national fleets in waters adjacent to the provisional line at 175° West Longitude.

The American Counter Proposal

● The Department of State to presstime had not made public its counter proposals, but they are believed to include a request that not more than 600,000 Red salmon of the 11,000,000 would be caught north of the Aleutian Islands.

In short, it appears that the Department of State sought *clear assurance that the 11 million Red salmon would be taken from waters where science indicates Red salmon of North American origin are not found in significant numbers.*

Reaction of the American industry to the Japanese proposal emphasized this point. The American position does not necessarily seek a reduction in the Japanese catch, but the elimination of Japanese fishing on stocks of American origin.

Or put it this way:

(1) A catch of 11 million Red salmon, taken in waters frequented by significant numbers of Red salmon of American origin, could destroy this year's cycle of the Bristol Bay resource; but

(2) Americans could have no objection whatever to the Japanese taking an even larger catch of Red salmon from waters not frequented in significant numbers by salmon which had originated in North American streams and which the United States and Canada had conserved under the obligations imposed by the North Pacific Treaty.

● Mr. Nishimura returned to Japan only a few days prior to a national election May 22. He went immediate-

1958 JAPANESE HIGH SEAS SALMON MOTHERSHIP OPERATIONS

Operator*	Vessel	Gross tons	Canning Lines	Catcher Boats	Quota in metric tons	Red Salmon catch in fish, approx.
Nichiro	Shinano Maru	8,915	4	30	5,949.1	720,000
Nichiro	Kyoho Maru	7,158	3	30	5,949.1	720,000
Nichiro	Kizan Maru**	8,582	3	30	5,949.1	720,000
Nichiro	Shoei Maru	6,398	3	29	5,750.8	696,000
Nichiro	Meisei Maru	5,651	2	27	5,354.2	648,000
Nichiro	Kyokko Maru	7,020	2	27	5,354.1	648,000
Nippon	Miyajima Maru	9,598	2	29	5,750.8	696,000
Nippon	Kashima Maru	7,163	2	28	5,552.5	672,000
Taiyo	Koyo Maru	7,658	2	30	5,949.1	720,000
Taiyo	Chiyo Maru	7,194	2	31	6,147.4	744,000
Hokkaido	Jinyo Maru	7,207	2	28	5,552.5	672,000
Hakodate	Eijin Maru	7,456	2	28	5,552.5	672,000
Kyokuyo	Kyokusan Maru	10,912	2	29	5,750.8	696,000
Kokoku and Kyokuyo	Itsukushima Maru	5,889	2	28	5,552.5	672,000
Hoko	Nichian Maru	5,622	2	28	5,552.5	672,000
Totals	15		34	432	85,667.0	10,368,000
	OKHOTSK AREA					
Taiyo and Hokkaido	Tenyo Maru	11,581	3	28	6,000.0	.....

**Vessel displaced from Okhotsk operations by Japanese-Russian settlement.
*Full names of operating companies are: "Nichiro," Nichiro Gyogyo K.K.; "Nippon," Nippon Suisan K.K.; "Taiyo," Taiyo Gyogyo K.K.; "Hokkaido," Hokkaido Gyogyo Kosha; "Hakodate," Hakodate KokaiGyogyo K.K.; "Kyokuyo," Kyokuyo Hogei K.K.; "Hoko," Hoko Suisan K.K.; "Kokoku,' Kokoku Suisan K.K.

ly into a series of conferences, and opinion of close observers in Japan expected that sometime after the election the Japanese government would again be in touch with the United States Department of State, or possibly with the American Section of the North Pacific Commission.

In any event, it is not believed that Mr. Nishimura's proposal for a Japanese catch of 11 million Reds was made on a take-it-or-leave-it basis; and the expectation seemed to be that such a limit would be imposed upon the catch of this species by the Japanese fleet.

Pelly Bill Pressed For Immediate Action

● Immediately upon the departure of Mr. Nishimura from the United States and Canada, leaving behind him the impression that negotiations had been broken off, Representative Thomas M. Pelly pressed in Congress for immediate action on his bill which would forbid importation into the United States of salmon caught under conditions which are illegal to American fishermen. As American, and also Canadian, fishermen are forbidden by law to catch salmon on the high seas by means of nets, the Pelly Bill, if enacted into law, would effectively close the American market to Japanese salmon—all of which are caught on the high seas by means of nets.

The Japanese have not been slow to see that the Pelly proposal, with its powerful political potential, *could* be enacted. One could hardly deny that a nation was well within its rights to forbid the import of a product for the production of which its own nationals would be imprisoned.

It is known that both the Department of State and the Department of the Interior find fault with some aspects of the Pelly Bill, and have amendments which they would suggest.

On the other hand, at presstime there was some influential congressional opinion which believed that, with amendments, the Pelly Bill *could* be passed.

● Conscientious analysis of impressions held by men sensitive to public opinion produces a conclusion like this:

Public reaction in the United States toward this threat to the Red salmon resource is plainly grim. Another disastrous season, with further evidence that the North American Red salmon are being destroyed on the high seas, could readily produce public demand for positive action along the lines of the Pelly Bill.

"No Evidence of Japan Catching Canadian Fish"

—G. R. Clark

● Members of the Canadian section of the International North Pacific Fisheries Commission are convinced that, while there is a good deal of intermingling of salmon stocks in the mid-ocean area, a negligible number of fish of B. C. origin, if any, are being taken in the high seas fishery.

This attitude was presented to an open meeting of the section in Vancouver this spring by George R. Clark, Canadian deputy minister of fisheries and chairman of the Canadian section INPFC. Attending the meeting were representatives of fishermen's groups and the major packing companies.

After outlining the complexities of the problem facing the commission and pleading for patience and tolerance during the present period of investigation and analysis, Mr. Clark expressed confidence in the efficacy of the research program being carried out by all member nations—the U. S., Japan and Canada—and declared that, in his view, it would be possible "in the not too distant future" to predict or forecast with some reliability years in advance the strengths of the salmon runs, their time of arrival into the fishery and their actual migratory routes.

"I think," said Mr. Clark, "we are well on the way to long-range forecasting of fishing or, if you like, information about future seasons' crops."

"All three nations are pledged to a program of conservation, and I'm optimistic that the weight of scientific evidence will prevail, whatever that that may be," said Mr. Clark.

Tuna Comes From Many Sources

These pictures, taken simultaneously at the Star-Kist No. 4 plant at Terminal Island in May, show something of the varied character of tuna supply. On the left, **Anthony M.,** largest seiner in the fleet, cleans up after discharging a load of 245 tons of Yellowfin. In the middle, **Vittoria,** heavy-laden with a capacity fare, prepares to discharge. On the right, **Ice Flower,** refrigerated carrier, discharges a full cargo of tuna brought from Mancora, in extreme northern Peru. The heavy seiner loads of tuna are characteristics of the tuna fishing this spring.

Tuna Seiners Strike it Rich With Record Bluefin Catches

● Best Bluefin tuna fishing since World War II, if not in the entire history of the California tuna fishery, was encountered in May by the purse seine fleet working for the most part from San Pedro.

Whether there ever had been a better year was a point for argument, as monthly figures for this fishery are only available for 10 years back. In any case, no fishermen could recall such heavy Bluefin fishing in May.

To time of writing, Bluefin landings at San Pedro from purse seiners were around 1700 tons. Normal for the year up to date is around 400 or 500 tons.

The week ending May 8, San Pedro seiners landed more than 1,000 tons of Yellowfin, plus more than 250 tons of Bluefin. The year's total up to May 10 was 1,205 tons Bluefin, compared with only 104 tons up to May 10 last year. The week ending May 15, the purse-seiners picked up 402 more tons of Bluefin, bringing the season-to-date catch up to 1,607 tons.

Fishing continues good in the Gulf of California, where the seiners are making their best catches. The water is calm in the lee of the Lower California peninsula, the fish have been schooling regularly, and conditions have been excellnet for safe fishing and big catches.

Clipper Catch Steady

● While the seiners have been breaking records, the clipper fleet has been holding its luck fairly well. The total catch of Skipjack and Yellowfin, plus dabs of bonito and yellowtail, is almost exactly the same for 1958 to May 10 as for 1957—33,587 for '58, 33,847 for '57.

The clippers have been bringing in lower yields per trip on the average. In 1956 to date, the average was over 195 tons; the 1957 figure was 176 and the 1958 level is 171.8 tons. As this was written, clippers were finding fishing slow but steady.

Albacore Prospects Promising

● The San Pedro and San Diego Albacore fleets are about ready for the 1958 season.

As usual, views vary as to whether the fishing will be good or indifferent. Some say the early appearance of Bluefin in Northern latitudes has in the past coincided with poor Albacore fishing, and may again this year. Some observers guess that Albacore will run farther north this year, following the warmer ocean temperatures. Said one San Pedro spokesman, "I wouldn't be surprised if the Albacore fleet might be sailing north of here instead of south this year."

Business conditions, however, look

Southern California Receipts

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
San Pedro	4,608	1,268	11,292	28,423	277	45,868
San Diego	566	19	8,307	8,530	30	17,452
Total 1958 through May 10	**5,174**	**1,287**	**19,599**	**36,953**	**307**	**63,320**
Total 1957	7,707	104	17,203	35,772	42	60,828
Total 1956	3,946	81	22,677	43,830	2	70,536

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promising, and the fishermen may be getting good prices for Albacore this year. Imports of Albacore are down this year from last about 3000 tons, and stocks on hand are not too large. Indications are for an active market.

Another powerful bullish influence on Albacore prices is the continuing high price of beef, which has pulled up prices of other meats and poultry. The U. S. housewife generally is still basing her budget on the same old paycheck, and with everything but hamburger over a dollar a pound, she will no doubt turn to fish for a change in diet.

Stocks of canned fish other than tuna are not plentiful, and this relative shortage will tend to make a still better market for Albacore.

Albacore Pricing Waits

● As this is written, no contract has been entered into between the Albacore fishermen's cooperatives and the canneries. The fishermen would prefer a contract; the canneries are coy. One informed guess is that the fishermen will fish on informal gentlemen's agreements worked out between individual fishermen and individual canners.

No constructive moves have been made in San Diego to market the southern Albacore catch through the American Tunaboat Association auction. The association seems willing enough to consider conducting auctions for the fish, but the Albacore fishermen see serious practical obstacles in the way.

They point out that few if any Albacore boats have adequate refrigeration to hold loads pending the twice-a-week auctions. They are also under the gun of a brief season, and don't feel they can afford to stay in port until the next Monday or Thursday auction day. They prefer to deal direct with the canners, unload quickly, and go fishing again right away.

Auction Prices Strong

● In the face of increasing landings, American Tunaboat Association auction prices for Skipjack and Yellowfin are holding steady.

The southern anchovy and mackerel fishery continues in a bad way. Total landings of anchovies, Jack and Pacific mackerel are down to 5715 tons for the year up to May 15, as against 35,129 tons for the same period last year.

Sardine Plant Improved

A new 60′ stainless steel packing table complete with neoprene belt has been installed at the California Packing Corporation's Oxnard, Calif., Plant 102, for packing sardines, anchovies, and mackerel.

Miller Freeman Publications Open European Headquarters in Germany

● Establishment of European representation for the Miller Freeman Publications, of which *Pacific Fisherman* is the senior journal, was announced at the first of June by William B. Freeman, president of the industrial and business publishing house. Director of the company's European office in Cologne, Western Germany, is Dr. Walter F. Vogeno, formerly associated with Klockner-Humboldt-Deutz A.G., whose Deutz diesels in both water and air-cooled types are widely known in the wide field of fisheries served by *Pacific Fisherman*.

Beside representing *Pacific Fisherman* in the European area, Dr. Vogeno will provide active representation also for such members of the Miller Freeman Publications group as *World Mining, Pulp & Paper, The Lumberman, Pulp & Paper International, Mining World, The Timberman, Construction World* and *Western Canner & Packer*.

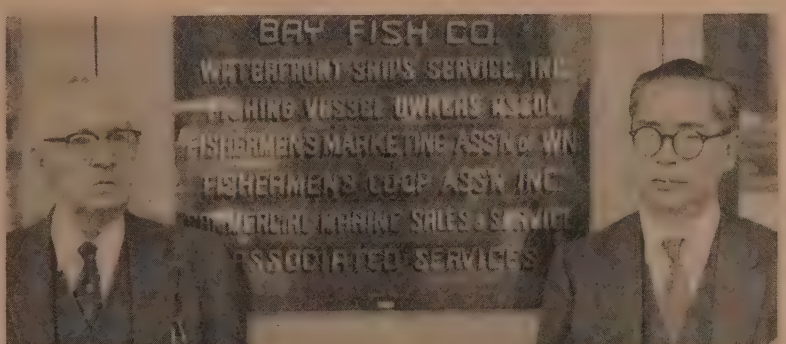
In making the announcement of the new European office, Mr. Freeman outlined the company's objectives thus:

"The expanded program of Miller Freeman Publications in Europe, to be followed shortly by similar facilities in London for the United Kingdom, has been undertaken in recognition of the growing technological developments taking place in Europe and elsewhere which properly must be accorded attention by our business and technical journals."

Dr. Vogeno is an engineer with training in the United States, having taken his master's degree at the Montana School of Mines, Butte. He was associated with the manufacturers of Deutz diesels for many years, a portion of the time in export sales organizational work for this engine throughout the world.

Dr. Walter F. Vogeno
appointed director of European operations for Miller Freeman Publications, of which **Pacific Fishermen** is the senior journal.

Beside its headquarters in San Francisco and *Pacific Fisherman's* editorial and publishing office in Seattle, Miller Freeman Publications maintain editorial and business offices in Vancouver, B. C., Los Angeles, Portland, Chicago, New York and Cleveland, with correspondents and representatives in industrial centers throughout the world.



Masters of Auctions — Seiichi Terada, right, president of the Six Main Cities Marine Products Wholesalers Association, operating the great Tokyo Wholesale Market which sells 400,000 tons of fresh fish a year, pictured by Pacific Fisherman in Seattle recently with William Maddock, who in his years as manager of the Seattle Fish Exchange sold more halibut than any other individual who ever lived. Mr. Terada headed a delegation of Japanese fresh food distribution experts to study methods in the United States.

Just What DID Geneva Do?

Retained 3-mile limit . . Strengthened Abstention

Declared conservation a duty of all nations . . and

recognized the special interest of coastal states

● Just what did the Geneva conference accomplish?

That is a question often asked; and not often adequately answered.

1.

It rejected all of the several attempts to establish the width of the territorial sea at something more than three miles, at least for purposes of reserving exclusive rights of fishery to the nationals of the coastal country.

2.

A majority of the nations involved approved the Principle of Abstention — or the Principle of Incentive for Conservation, as it is coming to be called in some quarters — but Abstention failed to attain the two-thirds majority necessary for its inclusion in the body of International Law of the Sea as it emerged from the Geneva conference.

3.

Abstention emerged from the conference strengthened as a principle of international fisheries conservation, despite the fact that it failed of two-thirds vote.

Why? Because it was accorded a very substantial majority; and this for a principle of conservation which was comparatively unknown to many of the delegates until the last two weeks of the conference.

4.

It is altogether probable that the United States Senate will be asked to attach a reservation to this country's ratification of the Treaty on Fishing and Conservation which was one of the four conventions to emerge from the Geneva conference. This was indicated strongly when Arthur Dean, chairman of the American delegation plainly committed the United States to continued advocacy of this principle which had won the support of most of world's nations.

Convention on Fishing and Conservation of Resources

● The Geneva Convention on Fishing and Conservation of the Living Resources of the High Seas, which will be open for signature through October, and which must be ratified by the United States Senate to be binding on this country, declares for conservation, affirms the right of all nations to fish on the high seas, subject to their treaty obligations, the rights and interests of coastal states, and the conservation articles of the treaty.

It declares conservation to be a *duty* of all nations, and defines conservation as the aggregate of measures rendering possible to optimum sustained yield of living resources of the sea; and gives conservation of food resources precedence.

States are obligated to regulate activities of their nationals according to conservation principles where no other nations are involved; and to join with other states in conservation treaties where any nation concerned may deem this necessary in the cause of conservation. States subsequently entering such conserved fisheries are charged with requiring their nationals to conform to the pattern of conservation.

● Coastal states' positions are clarified by the convention.

They are declared to have "a special interest in the maintenance of the productivity of the living resources in any area of the high seas adjacent to their territorial sea"; and to be entitled to take part in any program of research and regulation for conservation, even though their nationals may not be fishing.

Nations entering fisheries on the high seas adjacent to the territorial waters of a coastal state are required, upon request of the coastal state, to enter into negotiations with it with a view to agreement upon conservation procedures. If such negotiations fail of agreement within six months, the coastal state may adopt unilateral measures of conservation where (1) there is urgent need of conservation; (2) measures are based on scientific findings; (3) they do not discriminate against foreign fishermen.

Where agreement cannot be reached within specified times on understandings covered by the convention, arbitration machinery is provided. Each problem will be decided by a special commission, created for that purpose alone. Members are agreed upon by the nations involved or appointed by the United Nations secretary-general. They must be from nations not involved in the dispute, and shall be specialists in "legal, administrative or scientific" fields, "depending upon the nature of the dispute."

● *The treaty is of particular significance in that it* (1) *imposes specific obligation of conservation on all nations exploiting the living resource of the high seas; and* (2) *declares the special interest of a coastal state in the maintained productivity of the high seas adjacent to its shores, and its right to participate in research and regulation looking to this end.*

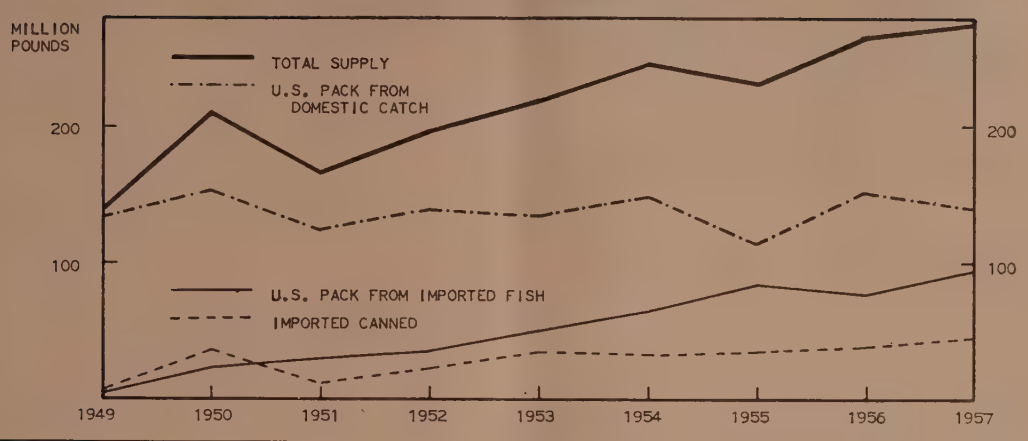
Three Other Treaties

● The Geneva conference produced three other treaties.

High seas conduct — Codified rules for the high seas, including regulations against pollution of the waters by radioactive materials.

Territorial Seas—Although it failed to reach agreement as to the width of the territorial sea, the conference drew a treaty specifying means of establishing lines from which territorial seas are to be measured; provides a 12-mile zone for customs protection; and protects "innocent passage."

Continental Shelf — Defines the continental shelf as the seabottom to a depth of 200 meters, or as deep as can be effectively developed; grants the coastal state right of development to the edge of the continental shelf; declares creatures physically attached to the sea bottom (as clams and oysters) as belonging to the regime of the shelf, and those in the waters above (as fish and shrimp) as coming within the regime of territorial sea or the high seas, as the case might be.



LETTER FROM LIMA—

South American Point of View

EDITORIAL NOTE — This Letter from Lima, presenting the South American point of view with respect to the width of coastal nations' jurisdiction over the fisheries adjacent to their coasts was written at the end of the Geneva Conference by **Pacific Fisherman's** well-placed and well-informed correspondent in Lima. It is a forthright, unemotional presentation of the thinking of most Pacific South Americans with respect to the responsibility of governments for protecting the subsistence and economy of their nations through reservation and conservation of the resources of the sea adjacent to their coasts.

● Peruvian, Chilean and Ecuadorian fishing interests were centered this spring on the discussions in effect at that time in Geneva.

To a similar extent so were the powerful fishing and whaling interests of certain other countries whose objective was to weaken the attitude taken by Peru, Chile and Ecuador in extending sovereignty or territorial rights in excess of the traditional three mile limit.

The main line of attack of dissenting countries, particularly those having powerful fishing and whaling interests involved, could have been summarized by a declaration made by one of their spokesmen who maintained that it would be unrealistic to expect that countries adhering to the traditional three-mile limit should recognize unilateral efforts of other countries to appropriate large extensions of areas heretofore considered by them as belonging to the high seas.

The above declaration was evidently intended to check the dissemination of the thesis sustained by Peru, Ecuador and Chile regarding territorial waters adjacent to their respective shores. This thesis is based on the contention of the above mentioned countries that their respective Governments have the obligation to assure their countrymen of conditions necessary for their subsistence, and to provide them with the means of economic development. Since the three signatory countries have considerable fisheries and whaling resources in the seas adjacent to their territories, their governments obligate themselves to adopt all measures deemed necessary to guard, conserve and develop said resources. The rights over the waters adjacent to their shores were extended by a joint declaration dated August 18, 1952, to cover a distance up to 200 miles off shore.

From the very start, the extension of territorial rights over an expansion in excess of the three-mile limit, was approved by most countries with either undeveloped fisheries resources, or with potential resources developable at a later period.

On the other hand, countries involving powerful fisheries and whaling interests resorted to all kinds of measures in an effort to prevent the declaration of coastal states to prosper, their main basis for argument being that such sovereignty would, or might in future, affect the principle of freedom of navigation on the high seas beyond the traditional three-mile limit. In fact, the freedom of navigation on the high seas over and above the traditional three-mile limit, would not be affected in any way, since the objective at stake was simply to control and regulate fisheries and whaling activities outside of the three-mile limit, with a view to maintain and preserve and develop such resources.

It was considered that the insistence on the part of powerful fishing and whaling nations to confuse the issue, was merely an excuse to continue unrestrictedly massive fishing and whaling activities beyond the three-mile limit, regardless of what effect such activities might eventually have on the food supply of the coastal states or on the future subsistence of such natural resources.

Counting 3 Million Fish in 25 Minutes

Chilko Sockeyes move to sea in massive migration

● Not only is the Adams run of Sockeye this year on the Fraser River expected to be of exceptionally large proportions, but the Chilko tributary may be highly productive in 1960, according to the calculations of the International Pacific Salmon Fisheries Commission staff.

While fisheries biologists are notably reticent in their forecasts and surround their more optimistic estimates with an abundance of reservations, the 1958 "Centennial" run of Sockeye will probably equal or exceed that of the cycle year 1954, when 12,000,000 fish returned from the ocean and contributed a commercial catch of 9,500,000.

So far as the Chilko run is concerned, this is studied intensively by the commission's staff as a focal point for measuring the effect of all factors influencing population size in freshwater.

The commission's studies started at Chilko in 1949 and include (a) enumeration of male and female spawners by age at maturity, (b) success of egg deposition, (c) enumeration of three, four and five-year-old adults both in the catch and escapement, and (d) the recording of all environmental data existing during the various freshwater phases of Sockeye's life history.

Recent Sea Survival Low

● A positive indication of poor sea survival during the past three years is evident in the Chilko Lake records. The sea survival of the 1953 adult run (1949 spawning brood year) was 18.54%, in 1954 it was 11.50%, in 1955, 5.5%, in 1956, 7.08% and 1957, 4.22%.

Survival rate of the Chilko run in 1957 was considerably below that of the rest of the Fraser system and it is these variations which should eventually give the answer to the consistent variation in productivity commonly referred to as "quadrennial dominance".

Coincident with the three years of poor sea survival was a definite decline in the number of returning three year-old males. Contrarywise, the number of three year-old males appearing in all spawning areas in 1957 was exceptionally high, with the exception of the Nechako River area, giving rise to optimism that sea survival will rise substantially on all populations returning in 1958.

30 Million Migrants

● The number of seaward migrants leaving Chilko Lake this spring passed the 30,000,000 mark, over 3,000,000 being counted by photography in 25 *minutes*. The 1958 seaward migration is 25% *larger than any previous seaward migration recorded during the last* 10 *years*.

"In anticipating the adult return in 1960 from the record-breaking migration of yearlings," states a representative of the scientific staff, "the importance of sea survival is emphasized by the unusual drop in survival during the past three years.

"If the sea survival of 18.54% were to occur, as it did with the 1949 brood year returning in 1953, a record-breaking run of 5,562,000 adults would return in 1960. However, if the minimum sea survival recorded in 1957 were to occur, a relatively small Chilko run of only 1,266,000 would be available to fishermen in 1960. It is reasonable to expect, however, that the figure will be above the minimum, so that 1960 appears to be slated as a good year for this cycle run."

1958 Adams Outlook Rich

● This season the Adams River run should account for about five-sixth of the total Fraser run and the total should be impressively high owing to the good spawning in the last cycle year in all the important contributory areas—not only the Adams, but Chilko Lake and Cultus Lake. There was an unusually good hatch of fry and a strong migration of fingerlings to sea.

The ocean survival rate was evidently good, as indicated by the return of a large number of three year-old jacks.

British Columbia's fishing industry is making elaborate plans to promote interest in the Sockeye fishery on the Fraser by organizing a Centennial year celebration at Chase and other points close to the Adams River fishery. Much of the activity will be concentrated on the Indian reservation at Squilax, where ancient methods of fishing and salmon processing will be shown, and exhibits and demonstrations are being arranged by various

First Alaska Fishing Fair

● First Alaska salmon fishing of 1958 opened favorably enough on the Copper River and at presstime of this issue operators there were well pleased with results.

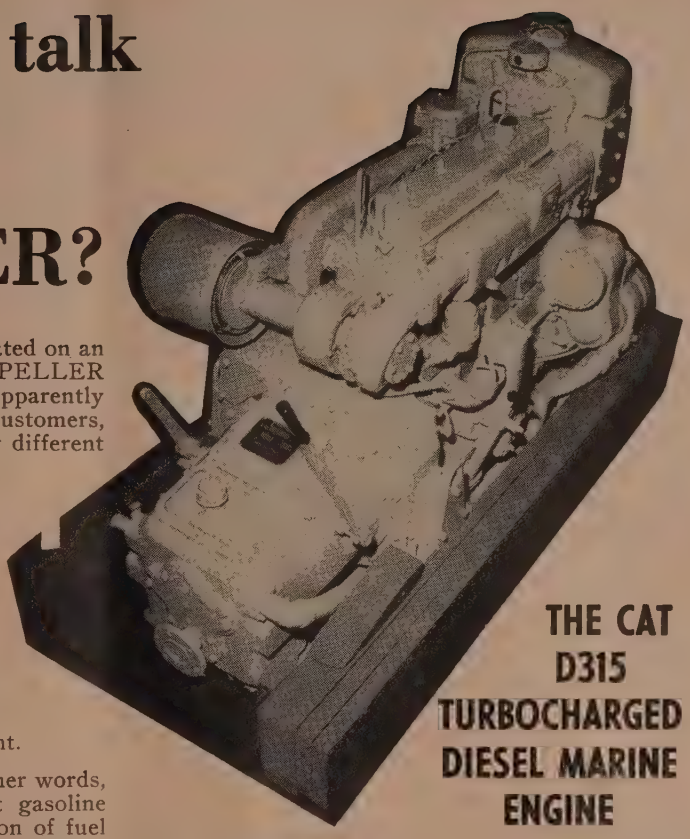
However, so far as Alaska as a whole is concerned this means nothing.

The Copper River is virtually a distinct entity, with runs and season characteristic of itself alone, showing no correlation with other areas.

Comparisons of the Copper River run this season with previous years are difficult, as actual fishing in past Mays often has been delayed by price dispute. This year fishing began ahead of the expected run, but was sketchy until more than half the month was gone, production picking up in the third week hitting a pace regarded as moderately satisfactory in the light of expectations for this cycle.

Copper River Chinooks were reported accounting for about 12½% of the canned pack, the rest being Sockeyes.

What's all the talk about . . . . . HORSEPOWER?



THE CAT D315 TURBOCHARGED DIESEL MARINE ENGINE

Cat diesel marine engines have always been rated on an HONEST HORSEPOWER TO THE PROPELLER basis. This has always made sense to us—but apparently has confused a lot of our prospects and customers, because other engine people use a completely different "system".

It all comes from automobile advertising, I guess—which is in a way like cigarette advertising. Take the big car we use here for driving VIP's around. The current version is supposed to have 345 HP, but we took the trouble to put ours on a rear wheel dynamometer—and with some adjustment were able to get 140 HP. This power was developed at a screaming RPM—and we imagine the parts would have started flying after 30 minutes or so of this treatment.

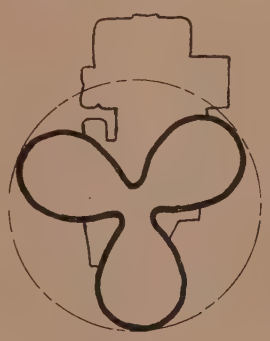
At 80 m.p.h., this car produces 10 m.p.g. In other words, it is burning eight gallons per hour. Most gasoline engines produce about 10 HP for every gallon of fuel they consume per hour—and on this basis the "345 HP" engine at 80 m.p.h. is only delivering about 80 HP.

Well, marine engines are just about as bad. The other day we were comparing a 48' x 13'6" x 5'6" motor-sailer, powered with a popular six cylinder, two-cycle marine engine, and the heavy (60,000 lb.) commercial fish boat ANGELINA—of approximately identical dimensions and much greater weight. The yacht was advertised to cruise at 8 knots—although the engine had a top advertised rating of approximately 225 HP. The ANGELINA, with one of the new small but heavy duty Caterpillar D315 turbo marine diesel engines producing 80 continuous horsepower **at the propeller,** turns a 44" diameter propeller—and ANGELINA will clock 9 knots on a continuous cruising basis.

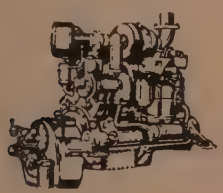
We note a strong trend toward dependable, honestly-rated Caterpillar turbo marine diesel engines in all sizes. For example, we have just replaced two tandem two-cycle, six cylinder propulsion units in the BETTY LOU, an outstanding San Diego sportfisher. While the old engines were "rated" at 360 HP each—our new D353 turbos, producing 290 HP at the propeller, increased the speed of the BETTY LOU by more than 1 knot.

Should we adopt bally-hoo advertising for our Caterpillar turbo marine engines? We don't think so, because the rapidly increasing number of Caterpillar marine engine customers know the facts. As a handy rule of thumb, however, so that you can evaluate your own marine diesel—multiply your hourly fuel consumption in gallons by 15, and you'll have a rough idea of the true horsepower you are getting.

Another thing—Caterpillar marine engines thrive on the heavier diesel fuels—where you get real value for your fuel dollar. If you are interested in honest horsepower for your boat, call Dan Palmiter at RAymond 3-7191.



This drawing of a 44" prop super-imposed on an outline of the Caterpillar D315 turbo charged diesel marine engine is a good size comparison. As you see, the propeller diameter is fully equal to the height of the engine itself.



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UNITED STATES SUPPLY OF CANNED SALMON

(Data from U. S. Bureau of Commercial Fisheries)

Year	United States Pack	Percent of Total Supply	Imports	Percent of Total Supply	Total Supply	Exports	Total Available for U. S. Consumption
	Thousand Pounds	Percent	Thousand Pounds	Percent	Thousand Pounds	Thousand Pounds	Thousand Pounds
1939	287,621	99.7	928	.3	288,549	40,766	247,783
1949	265,196	99.7	917	.3	266,113	12,831	253,282
1950	206,871	99.8	419	.2	207,290	1,680	205,610
1951	222,987	99.7	568	.3	223,555	2,060	221,495
1952	214,289	95.7	9,544	4.3	223,833	1,427	222,406
1953	187,769	93.9	12,165	6.1	199,934	2,277	197,657
1954	199,810	94.6	11,371	5.4	211,181	7,227	203,954
1955	157,855	91.4	14,644	8.6	172,499	10,429	162,070
1956	168,250	85.4	28,802	14.6	197,052	5,213	191,839
1957 1/	152,875	86.2	24,401	13.8	177,276	6,688	170,588

1/ Preliminary.

organizations such as the Fisheries Association and the fishermen's union, in addition to government departments. The festival will continue from October 10 to 13 inclusive and while there will be various entertainment features the theme of the event will be "A Century of Salmon".

"The Salmon Festival should be of great importance to the industry at this time when there is so much talk of interference by power interests", said Senator Thomas Reid, chairman of the Sockeye Commission. "It is our purpose to focus interest on the Sockeye salmon as the great natural resource of the Fraser and impress the public with the importance of maintaining and strengthening that resource and defending it against encroachment of those who would build destructive dams along the river."

Gillnetters Stop Fishing To Save Seed for Future

● Voluntary closure of the Columbia River to protect a spawning escapement of Chinook salmon which persisted in lingering in the area of the fishery was applied by Columbia River gillnetters in May, and made effective faster than the states of Oregon and Washington could act.

Later the state authorities made the closure official, and kept it closed until 60,000 Chinooks had been counted up the ladder at Bonneville.

The remarkable demonstration of the willingness of the fishermen and operators to restrict themselves in the interest of providing for the future resulted from a remarkable circumstance which caused the salmon to linger in the tidal estuary of the Columbia, rather than to move up the fishways over the Bonneville Dam.

Cause of the delay was not positively known, but the fishermen were inclined to ascribe it to the alkaline character of the river water at the time as result of downpours in the alkaline areas of the interior.

Others thought that the April 28 opening of the season had been timed too early and that the usual May 1 opening would have permitted adequate escapement, plus a satisfactory catch.

In any case, in the first three days of fishing the gillnetters took virtually 100,000 fish, while almost none went over Bonneville. The river below the deadline five miles below dam was still loaded with fish which showed no inclination to move out of the fishery.

To save seed for the future, the fishermen acted voluntarily and hung up their nets. The states then applied an official closure, with the declaration that it would remain in effect until 60,000 Chinooks had gone above Bonneville. As the movement of the fish up the ladder continued slow, this resulted in an extended closure that left less than a week of fishing before the statutory closure of the first season May 27.

The flush early catch of prime fish guaranteed a better-than-average yield of May Chinooks for the river as a whole, regardless of the loss of a large part of the month's fishing.

Columbia River Plants Are Closed by Strike

Fifteen fish packing plants on the Columbia River were closed May 21 by a strike of their plant workers. The strike call coincided with the resumption of fishing for salmon on the river after a closure of about three weeks to permit escapement of the May run.

The strike was not confined to salmon canneries, however, and extended to fillet plants, shrimp canneries, cold storage and tuna canneries.

Primary demand involved in the strike was for an increase of 7½c per hour, plus eight paid holidays. Just before the strike the packers' best offer was to make the product of the escalator clause in the former contract the base rate for the new agreement.

Bristol Bay Setnetters Feature Cover Photo

● The cover photograph of this issue of *Pacific Fisherman* is one of the most interesting this journal has ever been privileged to publish. It was taken by Warner Leonardo, superintendent of the Columbia River Packers Association's Naknek cannery and shows good fishing at the peak of the 1957 run. In the boat are Mr. and Mrs. Guy Groat and Chas. Tiegland, all of South Naknek.

Setnetters necessarily work close to shore and most of those on Bristol Bay rely upon outboard motors to power their skiffs. Outboards are indispensable tools for setnetters, and many other fishermen. This boat is powered with a 10-hp. Johnson, which can handle the heavy skiff, laden deep with salmon, in the sweeping tides of Bristol Bay.

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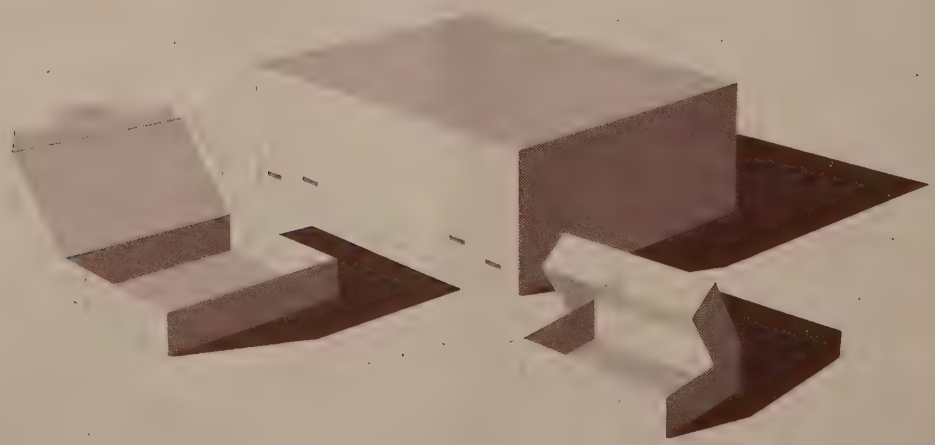

PACIFIC FISHERMAN'S NEWS
JUNE 1958

American Tunamen Get Less and Less Of U.S. Market That Grows and Grows

● Official confirmation of the American fisherman's shrinking share of the growing American tuna market came in May from the U. S. Tariff Commission.

In 94 pages, plus 77 tables taking up 79 more pages, the report officially said what everybody in the fishing industry already knew: that *the tuna fishing industry has been hard hit by imports.*

The Tariff Commission report gives only facts. It does not draw conclusions, nor make recommendations.

The report's information may be used by the House Ways and Means Committee, which now has before it suggested legislation to control the imports of tuna.

Packers Spend $8,500,000 A Year to Build Markets

● First point set forth in the report is that consumption of tuna in the U. S. has increased largely in the last 10 years. This increase, it says, has been supplied not by more domestic-caught tuna, but by imports. From the viewpoint of the tuna fishermen, this is an important official statement, for it backs up their contention that what is needed is not to stop imports, but to hold them where they are, at least until the growing market creates a demand for more tuna.

In 1947, the report says, domestic landings were 92% of U. S. consumption. By 1957, they were 53.9%.

U. S. consumption of tuna has risen, the report says from 285,000,000 lbs. (whole fish bases) in 1947 to 599,000,000 lbs. in 1957. The report says that this increase is mainly due to the aggressive promotion of tuna by Western canners, who spent an annual average of $8,500,000 every year from 1953-57 to promote the use of tuna in American homes.

Where Are the Clippers?

● While American families are buying more tuna, American fishermen are supplying a smaller percentage of the total, a condition reflected in the shrinking of the American bait-boat fleet in the past five years.

The clipper fleet has declined steadily from 210 units in 1952 to 141 in 1957, the report says. As boats are lost by casualty, or transferred to other fisheries, they have not been replaced. Since most of these losses have been in smaller boats, the average capacity of the bait-boats has increased from 174 tons to 237, but the number of boats is down. In 1957, two clippers were transferred out of the fleet, eight were lost, while two new ones were built, according to the Tariff Commission report. (The American Tunaboat Assn. says there were eight transfers out of the U. S. and eight losses.)

The shrinkage in the size of the fleet has naturally caused a loss in fishermen's chances to get jobs in the clipper fleet. As of Jan. 1, 1952, the Tariff Commission says, there were about 2,800 berths available in the fleet. At the beginning of 1958, there were berths for only 1,700.

Fishing boat owners are doubly concerned over this loss in job opportunities, because, as one authority remarked, "You don't train a fisherman overnight. If the old men drop out of the business, and no new young men come in, you lose in two directions, and the fishery slides downhill twice as fast."

● According to the report, prices for albacore (the chief foreign import) to the fishermen are down to the lowest level since 1948, currently $280 to $310 per ton. The highest prices on the report's record were in 1948 at $425-$740 per ton. The slide has been unsteadily downward ever since.

The same is true of Yellowfin and Skipjack prices, although these have held steady in 1956 and 1957 around $270 and $230 per ton respectively. American Tunaboat Association auctions since August, 1957, have brought prices no lower than these, and frequently higher.

Purse-Seiners Better Off

● On the basis of the cold figures, the purse-seine fleet has been hit less seriously than the clippers by imports. But the report makes one significant statement, that "the hard core of

(Continued on page 21)

Seattle Fishing Fleet Escapes Fire Disaster

Hundreds of fishing vessels, comprising the core of the Seattle commercial fishing fleet, were threatened with loss by fire the night of May 20 when a holocaust swept a great lumber mill directly across the Lake Washington Ship Canal from the Fishermen's Terminal at Salmon Bay.

Virtually no damage was done to the fleet, beyond some scorched paint, burned canvas and holed nets, but this was only because the vessels' owners sensed the danger and got their engines going and pumps working. Virtually every vessel was hosed-down for hours until the danger passed.

Hose installations at the piers proved too short to be effective, but the vessels' own pumps saved the night.

It was too close, and too hot, to be comfortable.

Old-Time Halibut Schooner "Liberty" Lost on Kodiak

Liberty, one of the old-time halibut vessels of the Seattle fleet, became a total loss early in May when she was pounded to pieces after striking Cape Ikolik, Kodiak Island.

She was commanded by Capt. George Kristiansen who, with his crew of seven, escaped safely from the wreck.

wherever fishing fleets put to sea . . .

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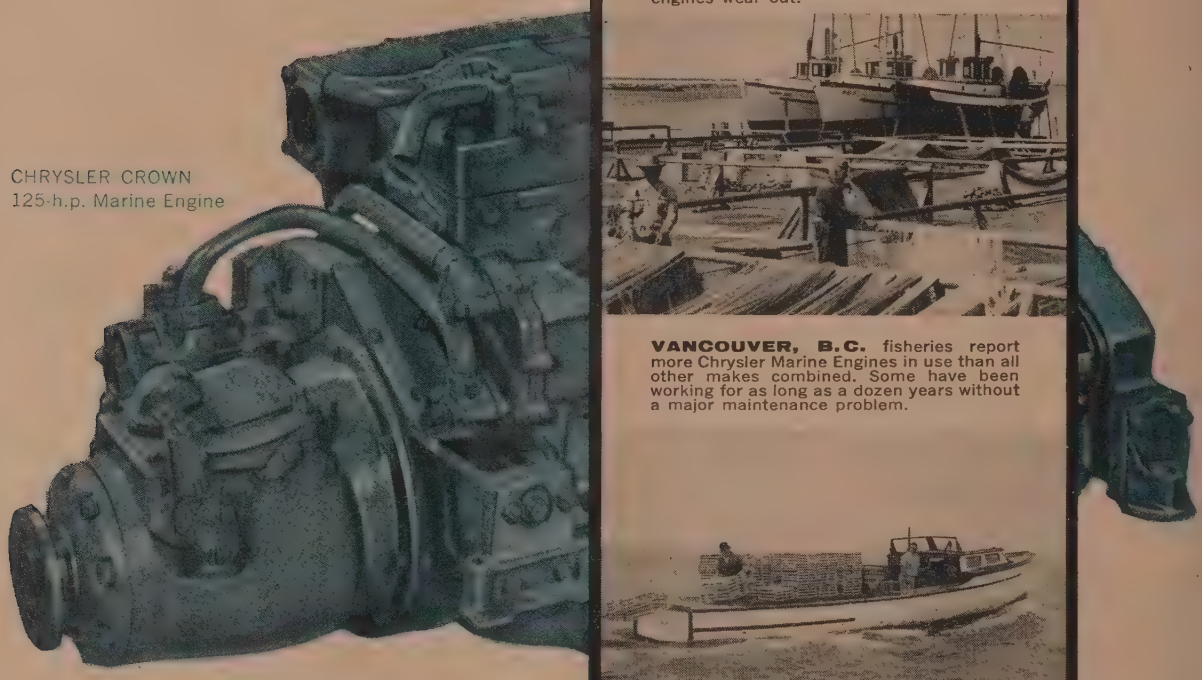

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Pacific Fisherman's NEWS

JUNE, 1958 Volume 56 Number 7

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Americans' Share of US Tuna Market Shrinking

(Continued from page 19)

60 or so medium-sized or large-sized purse seiners used each year in the tuna fishery declined by about 20% between 1956 and 1958 . . ." This decline, says a footnote, was caused by 10 casualty losses, five transfers to foreign operations, three charters for Alaskan salmon fishing, and two foreclosures.

According to the report, more than 160 seiners were fishing for tuna in 1947, a year of good Bluefin fishing. In the following years, Bluefin were scarcer, and the fleet dropped to 102. Then came another increase mostly of smaller boats, and in 1956 the number of seiners fishing for tuna was about 126, the report says.

The total catch of all species by purse seiners has kept up well throughout the years at around 60,000,000 lbs.; and this year, as reported elsewhere in this issue, the seiners seem to be breaking 10-year records.

Sales Are Good

● Sales of canned tuna, says the report, have increased from 8,355,000 cases in 1953 to 11,005,000 in 1956, and the first nine months of 1957 showed a total of 8,891,000 cases.

The really impressive record is shown by imports of tuna. These jumped from a low of 21,500,000 lbs. in 1947 to 260,000,000 lbs. in 1957, says the report (figures in whole-fish equivalent). Of this total, 90,634,000 lbs. was canned in brine. Imports of frozen raw fish were 80,005,000 lbs. in 1957, whole-fish equivalent.

Tuna loins and discs — whole-fish basis — imported into the U. S., says the report, totaled 28,000 lbs. in 1951; in 1957 (preliminary) they stood at 12,434,000 lbs., with a value of $3,527,000.

Canned Albacore imports rose from 294,000 lbs. in 1954 to 625,000 in 1957 (preliminary). Imports of tuna canned not in oil rose from zero in 1947 to 43,318,000 lbs. in 1957 (preliminary), with a foreign value of $16,656,000, according to the report.

● While the U. S. tuna fleet is declining, the Japanese tuna fleet shows a steady growth, from 1,590 boats totaling 108,319 tons in 1952 to 1,772 boats, 197,650 tons in 1956.

Japanese exports of canned tuna to the other nations of the world have close to trebled since 1952, says the report, growing from 1,019,697 actual cases in 1952 to 2,714,000 cases in 1956.

Will Something Be Done?

● As stated in the beginning, the Tariff Commission report makes no recommendations, draws no conclusions.

The Ways and Means Committee of the House of Representatives now has before it the King Bill, to establish quota and tariff controls on imports of tuna.

American fishing vessel owners, whether they own clippers, purse seiners or albacore boats, feel that they have made their case before the nation's legislators. They feel that the Tariff Commission report shows the U. S. tuna fishing industry needs some sort of protection.

Their spokesmen say that, while there are details on which they differ with the report, the board findings are accurate, and confirm what the fishermen have been saying for a long time: that, while the consumption of tuna by U. S. families is growing steadily and rapidly, domestic producers of tuna are suffering because their market is being taken over by foreign fish.

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Seaton's Subsidy—

Does Administration Plan for Miners Suggest a Switch in Fishery Policy?

● Significant swing in Administration policy in the matter of protection for industries suffering from pressure of imports — as the tuna fishing and groundfish fillet industries — is indicated in Interior Secretary Fred Seaton's proposed subsidy for U. S. mining industries.

He is proposing that Congress pay miners of certain metals and minerals the difference between the U. S. market price for these commodities and a "stabilization" price based on American costs.

First-year cost of the five-year plan is estimated at $161,000,000.

● If the Administration is willing to sponsor such a subsidy, and at such a cost, isn't this an indication that it may be revising its thinking with regard to remedial treatment of the tuna fishing and groundfish fillet industries?

While a Seaton Subsidy would do violence to traditional American theories of economic independence, the farmers' doles have been doing that for years; and isn't fishing as much a food industry as farming?

● On the other hand, such a subsidy would avoid the resentment of friendly nations which would flow inevitably from tariff protection or restrictive quotas.

Moreover, Seaton's suggestion undermines some of the opposition to extension of the reciprocal trade agreement program.

On a basis of fact the segments of the fishing industry under pressure from foreign competition seem to have a better case for help—whether by subsidy, tariff or quota—than mining; but they are not nearly so big in dollar sales, vote potential or congressional numbers.

Heavy Tide of Halibut Flows to Seattle Market

● Economic currents carried a large percentage of the heavy early halibut production to market at Seattle, with Canadian vessels contributing an unusually significant share in the total.

First round of deliveries from Area 3 just after the middle of May saw the Seattle market with two million-pound days, and 2.6 million pounds landed in a three-day spate of fish. Of this total, roughly 2 million came from Area 3.

Various factors contributed to divert the fish to Seattle, and to influence the Canadian boats to sell there. First element of course was the relative strength of the Seattle market in contrast with Vancouver. Again, a Canadian holiday week-end coincided with the period of heaviest deliveries.

● Fishing to Westward during the first trip generally was good, with boats averaging a bit better trips from similar grounds than they had on the first round of 1957.

The local landings were up to expectations, bolstered in volume by concentrations on the Timbered Islet and Massett nursery grounds, which were opened for this year after long closure as "nursery" areas. Fish taken were approximately normal in their size distribution, and certainly were not the tinies which led to the closure of the two areas with the first halibut treaty in 1924. Composition of the catches proved to the Halibut Commission scientists that the protected populations of these former nursery areas was ripe for cropping.

The Massett area in particular yielded very heavily for a time, although rate of catch for a limited ground with heavy concentration of gear naturally declined rapidly.

● Special April season in Area 3b yielded nearly 2 million pounds, of which just about half was taken from Bering Sea.

The month-early fishery attracted 23 large vessels, 10 American and 13 Canadian. Fishing in the Bering was *better than good* when weather permitted full fishing, but the early part of the period produced weather that separated the men from the boys, as they say; or perhaps it would be better to say that it separated the schooners from the seiners. The old schooners, obsolete though they may be in a day of short seasons and emphasis on versatility, again proved their ability to keep the sea and run their gear when the bigger and more powerful seine-type vessels just couldn't make it.

● The *Polaris* Spot along the Bering Sea edge was hot again, although the fish were found somewhat deeper than when Capt. Arne Einmo hit them on his historic trip. This was understandable and expected, as the extra season fishing fell early in the year.

The halibut taken from Area 3b in April tended to be larger than average, but were quite typical Westward fish. Landed quality was good, even after the long haul back to Seattle, for the weather was cold and the fish generally well cared for.

Landings from the April special season were more or less evenly divided between Seattle and the Aleutian Cold Storage Co. plant at Sand Point, only two trips going elsewhere during the entire month.

● Halibut prices stood up well under the impact of the extraordinarily heavy deliveries which hit Seattle in May, slipping barely below 20c only for chix and large when the auction was selling towards its third million pounds in three days.

Mediums held well above 20c through the entire period and quite a bit of large sold above 22c.

Biggest trip of the great May market was 108,000 lbs. landed by the *City of Seattle*.

● One real factor in encouraging the movement of halibut to Seattle was the settlement of the long strike at the Spokane Street cold storage, which had been shut down since the summer of 1957. Settlement prior to the opening of the main halibut season created an ability to handle fish which attracted the large volume of business which developed.

● **Westwind,** skippered by Ed Grotting, Arne's brother, is coming up from Morro Bay to trawl for Tom Lazio Fish Co., Eureka.

● **Angelo Intersimone,** manager of Tom Lazio Fish Co., Eureka, and Mrs. Intersimone, are receiving congratulations on the birth of their fourth child. The little girl, weighing in at 7½-lbs., has been christened Teresa Anne.

● **Dave Krueger,** skipper of salmon troller **Aurora,** fishing for Tom Lazio Fish Co., has put a new pilot house on his boat and added a radar.

"It's the Water", Trollers Say, Explaining Fish Lack

● Oceanic phenomena, manifest primarily in unseasonally warm water in the normally cold water belt along the coast, late in May was getting the blame from 7,000 trollers for the dearth of salmon available to their gear all the way from Monterey Bay to Cape St. Elias.

Nowhere had fishing been better than bad, and the season to the late days of May was rated a wash-out so far as the trollers were concerned.

Sure prices were high; but you can't live on a fish a day even if you're getting $1 a pound — which they weren't.

Unseasonal warm inshore water temperatures were noted through 1957 in California; with sardines spawning in volume as far north as Point Conception. This year the condition is in a fair way to be repeated, but with the above average water temperatures extending much further north, so trollers were reporting coastal waters up to 57°.

● "We can't explain it," said one troller to *PF* late in May; "but it may be that the inshore waters are too warm for the feed, or for the salmon themselves. It can't be that overfishing has produced this sudden change. We think the salmon have moved further out, or deeper down, to get away from water which is too warm for them, or for the creatures they take for food.

"The ocean temperature picture this year closely resembles that of 1937, when we had exceptionally high ocean temperatures—and no salmon. Then, along in July sometime, we had the first really important Albacore migration; remember?

"I'm not saying the Albacore are coming back in a big way; but such a thing *could* happen. As a matter of fact, there's been a notable increase in Pacific Northwest Albacore fishing the past year or two. In general they like water a little warmer than the salmon do. Maybe we'll all be fishing Albacore before the summer's out. We certainly shall if salmon trolling does not pick up."

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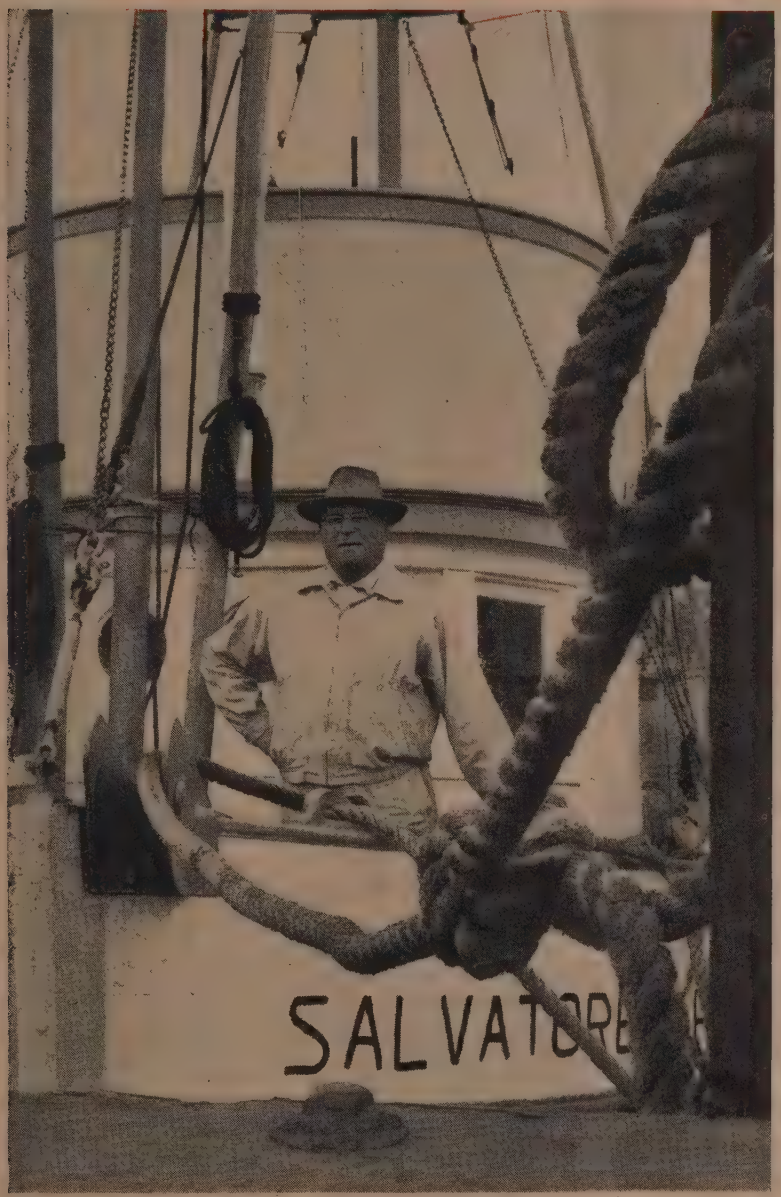

Mr. Salvatore Piazza, above, owner-skipper of M/V Salvatore Padre, has operated his 60-foot fishing boat for 15 years—using RPM DELO Oil exclusively. Vessel's 110-horsepower Atlas diesel still has original rod and main bearings. Engine of this vessel has been torn down twice for inspection—only parts replaced were a set of piston rings, installed in 1947. Mr. Piazza says, "This engine is still very clean and smooth running. RPM DELO Oil has kept it that way for 15 years. I wouldn't use any other."

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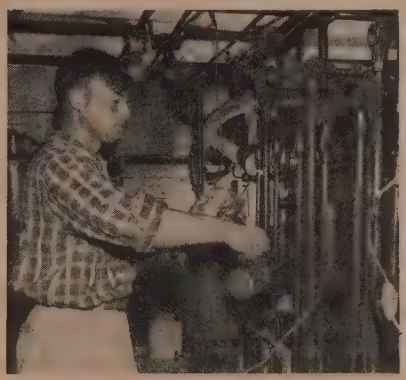

Engine Room is supervised by Mr. Piazza's son. Latest engine inspection showed no carbon, sludge, or deposits of any kind.

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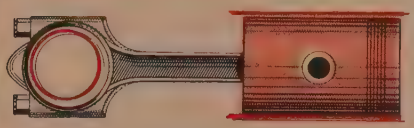

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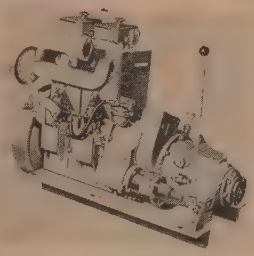

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Larger seine boats, all in for repairs and storage at Fishermen's Boat Shop in Everett, included the **Iceland, Dreamland, Freeland, Wonderland, St. Christopher, Emblem, Lemes, Pt. Defiance, Jimmy Boy, Montague,** and **Vansee,** a halibuter. Others of many boats included the **Palm, Diana,** and **Padilla.**

Boats, Boats, Boats, Boats

● When the sun begins to shine on both sides of the fence, boat repair yards take on new life. Most boatbuilders complain that the fishermen always want to be last one up on the drydock and first one off. This year the rush of activity has been spread over a long spell of good spring weather in the Pacific Northwest. The activity hasn't been as hectic as usual, but even some large yards have been swamped with repair work. Because of a very mild winter most of the repairs have been minor, though, and for weeks on end the climate was good for the paint brush.

Alaska limit seiner for Fidalgo Island Packing Co., one of two built by Marine View at Tacoma. A feature is the steel bulwarks on sound wooden hulls. They have G.M. diesel power.

A feature of the work this spring has been "seiner-shrinking" jobs to bring vessels within the Alaska limit—50′ between perpendiculars — and thus broadening their field of usefulness by making it possible for a vessel to fish in Alaska during the early part of the season and then get back to Puget Sound in time for the Adams River Sockeye run in August.

The random photos you see below are a sampling of just a few yards and a small percent of the hundreds and hundreds of individual jobs that had to be done to put the fleets in shape for the current season.

Getting their seiners ready for the season at Tacoma in the picture above were Anton Karamatic (left) and Nick J. Tarabochia, of the *Al H.* and *Planet,* and boatbuilder George Peterson whose 56½-footer *Memories* started her first full season this year, after completion last summer.

And on the Fraser

● Here is the new gillnetter *Fraser Princess V* built early this spring by builder Mas Nakade of Steveston, B. C. This

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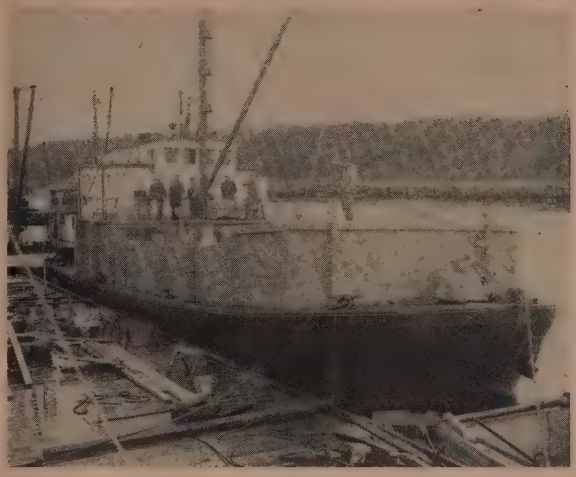
vessel is powered with a Chrysler Majestic. Mas Nakade has built several gillnetters at his Nakade Boat Works, Steveston, B. C., this spring. Jack Russell, at right in the photo with him, has seen most of them because he takes care of Chrysler engine sales for White Motor Co. of Canada. The 34-footer in this background is powered by a Chrysler Crown. Other Chrysler-powered gillnetters had just been launched, and an interesting new twin-screw gillnetter was in the shop at the time. The Nakade-built twin-screw hull, one of the first ever built in the area for gillnetting, is 38' by 11½, drawing 4'; its two Chryslers are on a 12-volt system with alternator; will carry automatic pilot, radio, depth finder and wooden drum and be adaptable for trolling.

• Another important rebuild noted this spring at Whiz Fish Products Co., La Conner, was the power scow *Jo G.* She's



shown here ready to go with new sides, new deck, new binboards, everything renewed except the house, which required only a fresh paint job. Ironbark planking is visible on the bow; Alaska cedar was also used on the hull.

New Seiners for F.I.P.

• Trollers and gillnetters at Marine View Boat Building Co., Tacoma, this spring included the *Zip* and *Thunderbird, Cherokee, Bet, Gray Isle, Horizon, Sidney, June,* and the gillnetters *Lady Myrtle* and *Johnny K.* recently finished up. Purse seiner *Star of Heaven* was in for an engine change, and Pete Peterson, manager, reported some other jobs, including rebuild of the *Leviathan* with new bulwarks and pilot house. Two 55'x16' seiners' hulls were recently

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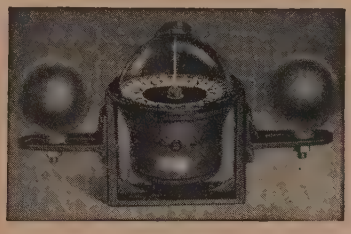

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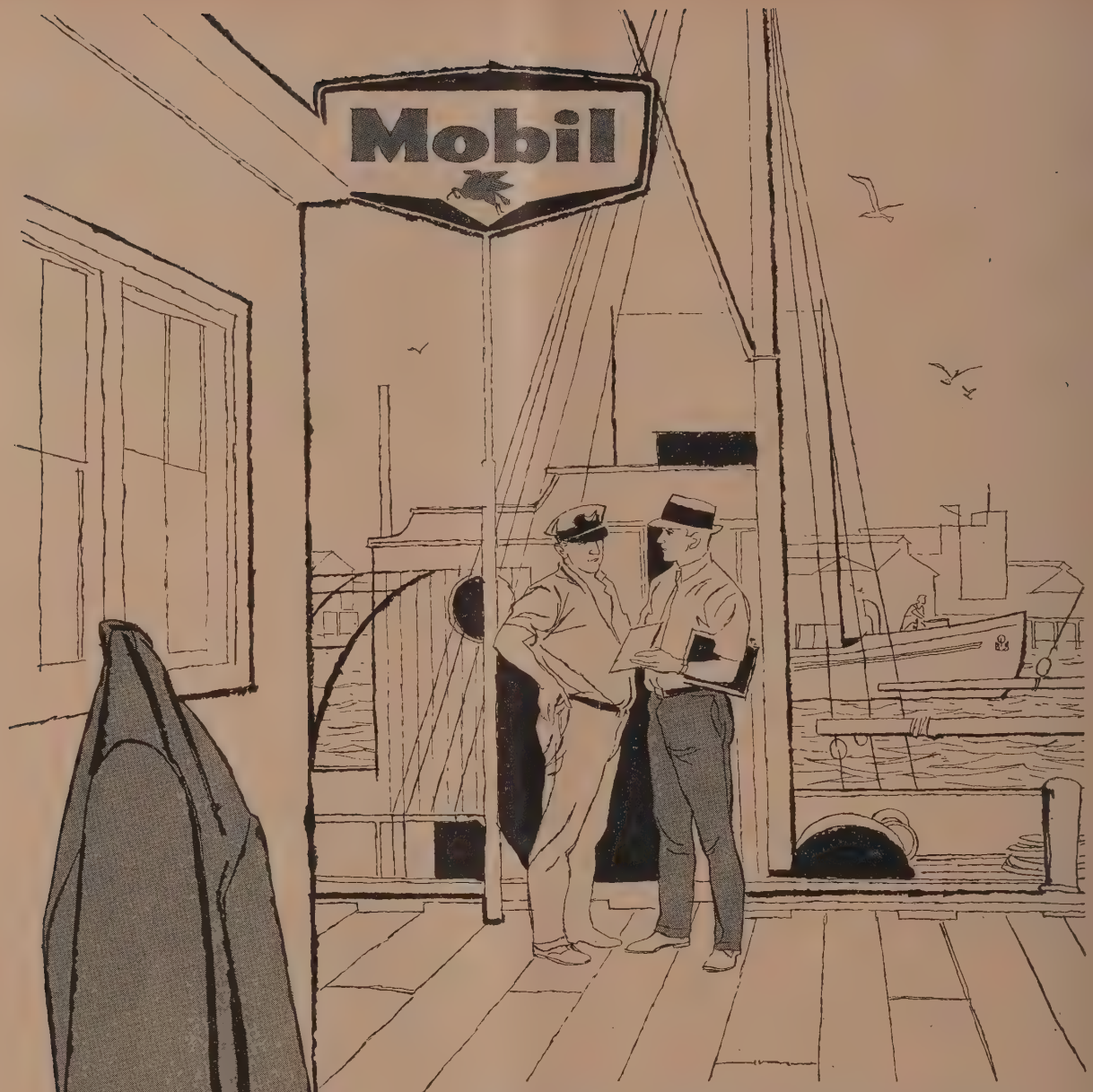

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completed there for Fidalgo Island Packing Co. Their new steel bulwarks were built by Isaacson Iron Works. They have GM Detroit diesel Serices 6-71's. Axel Alber will skipper one of them.

She's a Limiter Now

● *Western Sea,* shown above at the Whiz dock on Swinomish Slough at LaConner, Wash., is one of the several vessels rebuilt this season to conform to the Alaska limit rule. Formerly the *St. John,* she was converted from a trawler to a combination halibut boat and salmon seiner. Weldcraft Steel & Marine Co. Inc. of Bellingham removed more than three feet of the length of the hull to conform to the Alaska limit. Registered length is now 49.8′ with 16.8′ beam. Re-caulked and finished, fitted with a new Rowe gurdy for halibut and salmon, and a Puretic Power Block, new salmon equipment and a new radio, the *Western Sea* is the pride of skipper Albert Greenwald. The boat went out first for the halibut opening in Areas 2 and 3, but will be converted for the salmon season.

● Another Steveston, B. C., yard that has been building gillnetters this spring is M. Sakamoto Boat Works, including the trim new 37′ *Elma K.* for H. Kokubo. It has 10′, 4″ beam, is powered by a Chrysler Crown, 125-hp with 3.95-to-1 reduction 30 by 20-inch wheel, Easthope drum drive and an Ekolite depth sounder on a 12-volt system. Construction uses red cedar, ironbark in curving trim of bow and guards, and oak and mahogany inside.

Hull Shortening Projects

● When one rebuild job goes successfully, the word gets around among other fishermen. The same day that *P.F.* photographed the rebuilt *Western Sea* at LaConner, we found the ways at Weldcraft Steel & Marine in Bellingham

loaded with other rebuild jobs. In the photo above, from left, the *Starling,* which had 9′ removed from her bow; the *LadyJane,* which was shortened by some 23″ in registered length through tipping the rudder forward 30 degrees. *Plover's* length was not changed but she received a repair to damaged stern and an engine overhaul. In the several jobs Weldcraft did to alter some of these craft it was possible to make special forms on the hulls themselves rather than by lofting techniques. Several other yards have done this work of course in the past. In fact at the same time this work was in progress another hull, the seiner *Joseph,* was getting a shortening-up job over at Bellingham Shipyards Co. This is often an economical means of rebuilding a hull and gaining more versatility in a proven craft.

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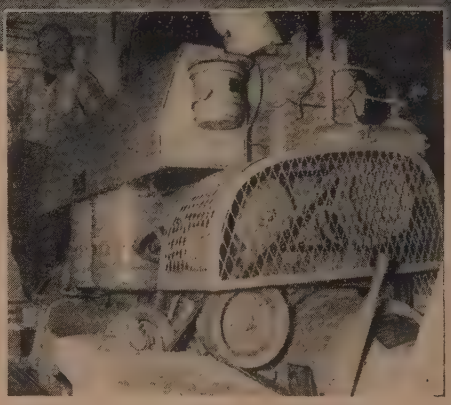

In the engine room of the Henrietta Paladini, *Skipper Sebastiano Bussalachi, who has been with the Paladini firm for the past 14 years, stands beside his new 184 HP Murphy Diesel.*

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The "Tordenskjold" and Carl Serwold

● Carl Serwold is out with his *Tordenskjold* on research work again —this time looking into the secrets of the King crab.

No, he's not a scientist; just a hard-driving fisherman with a yen to learn strong enough to lead him to a research charter for a third straight year. This time it's work for the King Crab Research Project of the U.S. Bureau of Commercial Fisheries, conducted for the American Section of the International North Pacific Fisheries Commission.

Captain Serwold has been doing this sort of work for years—in between fishing trips—and in his willingness to take such charters has made substantial contribution to scientific research and knowledge of the fish and fishing conditions out where the facts are few and the weather foul.

It's been a contribution to his *own* knowledge also, that's true; and doubtless he's been interested in that fact as well as in the charter rate.

Moreover, the scientists for whom he and his *Tordenskjold* have worked have known that they were getting not only the services of a capable vessel, well-equipped; but also of a capable master, himself well-equipped with experience, energy, brains, seagoing savvy, and an insatiable appetite for knowledge of the sea and the creatures which live in it.

CAPT. CARL SERWOLD

● Carl Serwold has always been that way—ready to take a research charter, not only because it was fair pay for work well done by a capable craft, well-found and well-commanded; not only because a smart skipper could learn while his vessel served the scientists; but also because he could make a worth-while contribution to human knowledge and to protecting the position of American fishermen on the Pacific.

Ever since he took over command of the *Tordenskjold* upon his father's death, Carl Serwold has been steering her into out-of-the-ordinary duty. He was among the first to switch over to shark fishing in the heyday of the soupfin business. It took faith and imagination as well as boat and skipper, but he had them all, and the *Tordenskjold* sold some liver trips which rank with the richest fares ever sold by a vessel of her size.

Then, when the International North Pacific Fisheries Commission wanted to know just where salmon ranged in the North Pacific, Captain Serwold was ready to take his schooner to sea with high seas gillnet gear.

● Out to Westward this year she's trawling and tagging crabs; testing tangle nets; and seeking tiny crab juveniles which are really junior Kings.

Fred C. Cleaver, who is project leader for the King Crab Investigations, had two B.C.F. "frogmen" aboard the *Tordenskjold* when she left Seattle April 10. They are Douglas D. Weber and Arthur H. Priddy, Bureau biologists, who will go overboard with diving "lungs" to catch young crabs and observe their peculiar "clumping" habit.

● *Tordenskjold* is a veteran vessel. She was built in Seattle in 1911 as a halibut schooner with a gas auxili-

Sealed Orders? No, not quite; just some last-minute instructions for **Capt. Carl Serwold** as he prepared to take his **Tordenskjold** to sea in April on King Crab research charter for the American Section of the International North Pacific Fisheries Commission. On the left, **Fred C. Cleaver,** U.S. Bureau of Commercial Fisheries biologist, and King Crab project leader. **Clinton E. Atkinson,** right, chief U.S. B.C.F. Pacific salmon investigations.

ary, and was commanded for nearly 30 years by Capt. Chris Serwold. Carl's father, who was a notable figure in the Seattle fleet for a generation. She's 62.5' custom house measurement, but a good bit more overall, as she has a modified Indian head. She sleeps six in the focscle and two in the house and its fitted up for the comfort of her crew.

Power is provided by a 150-hp. Caterpillar diesel with an 18-hp. Lister diesel auxiliary and a 3½ by 3½ Baker ice machine which refrigerates her 30-ton main hold to 0° F.

Captain Serwold believes no vessel in the fleet is more adequately equipped from the standpoint of instruments for navigation and fishing. *Tordenskjold* carries *two* echo-sounders; *two* loran units; radar with range from 50 yards to 32 miles; radio direction finder; 75-watt radiotelephone; automatic steering.

Fishermen's Packing Board And Officers Re-elected

Stockholders of the Fishermen's Packing Corporation, whose cannery at Anacortes, Wash., is the largest on Puget Sound, re-elected its officers and board at the annual meeting May 13.

The only change was the election of Paul D. Kink for one year as Bellingham district director, succeeding Nick Vitaljic.

The board has five members at large and five district members, all serving two-year terms, but in staggered years. Thus this year the at-large group, consisting of George Cuculich, Paul Serka, Joe Marinkovich, Andrew Vitalich, Jack Repanich and Frank Barcott Jr., was re-elected.

Holdover district directors were Paul Serka, Tacoma; Steve Zitkovich, Seattle; Paul Martinish Sr., Everett; and Joe Marinkovich, Tacoma. Paul Kink was elected to this group for one year, so his term will expire next May with the others.

Officers of the corporation elected by the board are: Jack F. Repanich, Seattle, president; Peter Milos, Tacoma, first vice president; Andrew Vitalich, Seattle, second vice president; John L. Plancich, Anacortes, general manager, secretary and assistant treasurer; Frank Barcott Jr., Everett, treasurer; George Cuculich, Tacoma, assistant secretary.

Roger Harrison to Korea

Roger W. Harrison, fisheries technologist for many years associated with the Lyle Branchflower Co. in Seattle, has accepted an assignment with the International Cooperation Association of the United States as a fisheries advisor to the Korean government in Seoul. He went to Washington in early June, and is expected to be established in Korea before the first of July.

Mr. Harrison was chief of the U. S. Fish and Wildlife Service Technology Branch before joining the Branchflower enterprise in Seattle a number of years ago. His special field of technology is in connection with the manufacture and chemistry of fish oils.

Herring Contract Price Recognizes Weak Market

Market weakness in herring product this spring led to acceptance of a price reduction from 20c to 18½c per bbl. by Alaska herring fishermen members of Local 3, Fishermen and Allied Workers Union, in their negotiations with the Alaska Herring Association.

In conformity with past practice, the agreed price is the amount each member of the crew receives per barrel of herring caught by the vessel.

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ARNE SERWOLD
captain of the King crab trawler **Jeanette F.**

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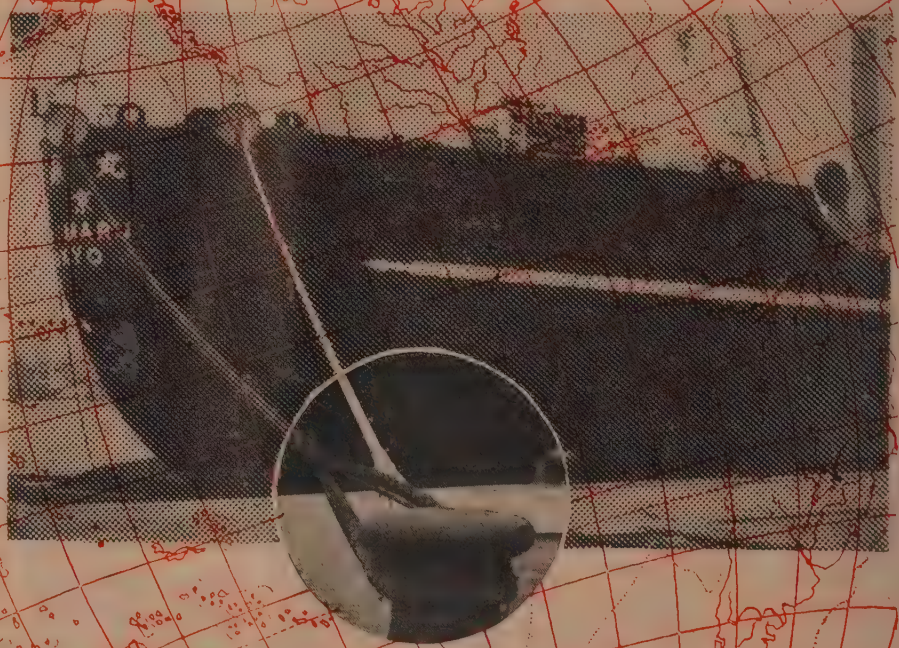

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE

USSR Exploring Sea For New Trawl Areas

● The rapidly expanding Russian trawl fleet has prompted exploratory fishing activities by the U.S.S.R. Polar Institute. The expansion from a post war fleet of several hundred trawlers to a fleet somewhat in excess of 2,000 ships has caused Russian skippers to move from the heavily exploited Barents Sea, Norwegian Sea, Bear Island and Eastern Atlantic areas to waters of the Western Atlantic. The Soviet trawl fleet, which is now the largest in the world, is fishing as far west as Greenland and Newfoundland. To assist the fisherman in locating productive grounds, the Polar Institute has carried out exploratory fishing in the waters on the Eastern part of the Grand Banks of Newfoundland. This work resulted in the discovery of a new ocean perch fishing ground which was subsequently named the *Sverdlovsky Banks*. Russia is said to have 1200 trained fishery scientists. Many of these are employed in assisting the fishermen in developing new fishing methods and locating new areas which offer productive fishing. Russia is presently the largest producer of food fish of nations fishing the Atlantic.

"Pioneer" and "Attu" Chartered for Research

The halibut schooners *Pioneer* and *Attu* are reported chartered by the U. S. Fish and Wildlife Service for high seas salmon studies. The investigations as to "whose fish are whose" will be carried out until about September 1. The vessels will carry scientists to make observations on the distribution and abundance of salmon in the high seas, to collect samples for racial identification, and to study oceanographic conditions in the area. The program calls for covering most of the area in the Bering Sea from 46° to 50° N latitude and from the West Coast to 172° E. The farthest point will be some 75 miles west of Attu Island.

Scientists hope to obtain some 8,000 salmon for their racial studies. Cooperating with the U.S.F.W.S. will be vessels of the Fisheries Research Board and the Fishery Agency of Japan.

Eastern Trawlers' "Tickler" Held Help in Fishing

The use of a "tickler" chain or line for fishing flounders or sole is urged by Atlantic Coast small trawlers. The tickler is not new to trawling, but is seldom used on the Pacific Coast. A tickler line or chain can be rigged similar to a snag line by shackling a wire or chain line across the mouth of the net. The line is shackled in on the warp to the footrope a fathom or two ahead of the wing. Along the tickler a series of manila or rubber strands 2 to 4 ft. in length should be tied so they stream out behind the tickler line. The tickler has the purpose of rising sole or flounder off the bottom. In this manner many floats may be fished to catch the round fish and also insure a good catch of the flat ones.

Tuna Bait Fish Not Being Now Overfished

● According to a recent bulletin of the Inter-American Tropical Tuna Commission, the California fishery for Yellowfin and Skipjack tunas during the period 1946 to 1954 did not reach an intensity sufficiently high to markedly affect the abundance of any of the major species of bait fishes which are taken in the course of this major tuna fishery. This was the opinion of two of the Commission's staff scientists, Franklin G. Alverson and Dr. Bell M. Shimada. These scientists further concluded from studies starting in 1950 that there is "no imminent danger" of these bait fish populations being reduced to sizes below those corresponding to the maximum sustainable harvest.

The present area from which tuna bait fish are taken extends from Southern California to Northern Peru including the outlying Galapagos Islands. Most of the bait is caught in lampara nets ranging from 80 to 150 fathoms in length. A large clipper may carry up to 5500 scoops of bait or about 44,000 pounds.

Most of the small fishes used for tuna bait belong to the herring family. The more important are the anchoveta, the California and Galapagos sardines, and the Northern and Southern anchovies.

Seattle's "Marco" Building Fish Boats For Chile

Peter Schmidt, president of Marine Construction and Design Co., Seattle, left for Chile May 23 in connection with a contract which his company has to design and build a fleet of steel fishing vessels to serve a modern fish reduction plant on the Gulf of Arauco, about the middle of the long Chilean coast. The plant, built in 1957 and equipped with Danish Atlas machinery, uses hake as its raw material.

His mission is to study the needs of the fishery there and to develop a design which will be effective from the standpoint of fishing and adequate for the needs of the fishermen.

In addition to work in connection with the vessels, Mr. Schmidt will make a study of the fisheries of Chile, rendering a report and evaluation of their potential.

In Peru, where the Puretic Power Block manufactured by Marco has already become established in the fishery, and where it is distributed by the Wilbur-Ellis Co., Mr. Schmidt expects to make arrangements for a licensee who will finish and assemble the blocks from equipment and casting furnished from Seattle.

Tunamen's Trust Fund Benefits Unutilized

The Tuna Fishermen's Trust Fund has issued a report in which it says, among other things, that some of the fund contributors and their families may be missing out on fund benefits through lack of understanding of the plan. Confusion is also arising, the Trustees said, because proper application cards have not been filed and because many persons have not turned in their Social Security numbers.

The Tuna Fishermen's Trust Fund is an insurance trust to protect contributing tuna fishermen and their families. As of the date of the report, 144 boats were in the plan.

The report said receipts of contributions up to April 15 totaled $105,602.00, and payments to the California Physicians' Service came to $59,318.52. A total of $3773.35 has been paid out in various services, leaving a balance of $42,384.13 invested in banks and savings-and-loan accounts.

The fund trustees are Lester Balinger, Jack Tarantino, Cliff B. Weitz, Edward P. Silva, E. R. Kovalcheck and Harold F. Cary.

● **Serge Cincotta** is now in charge of Bodega Bay, Calif., operations of Tom Lazio Fish Co., Eureka. Crabs, shrimp, and bottom fish will be handled at the receiving plant.

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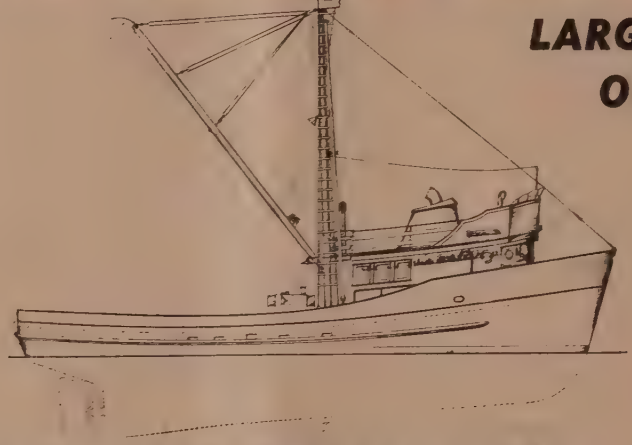

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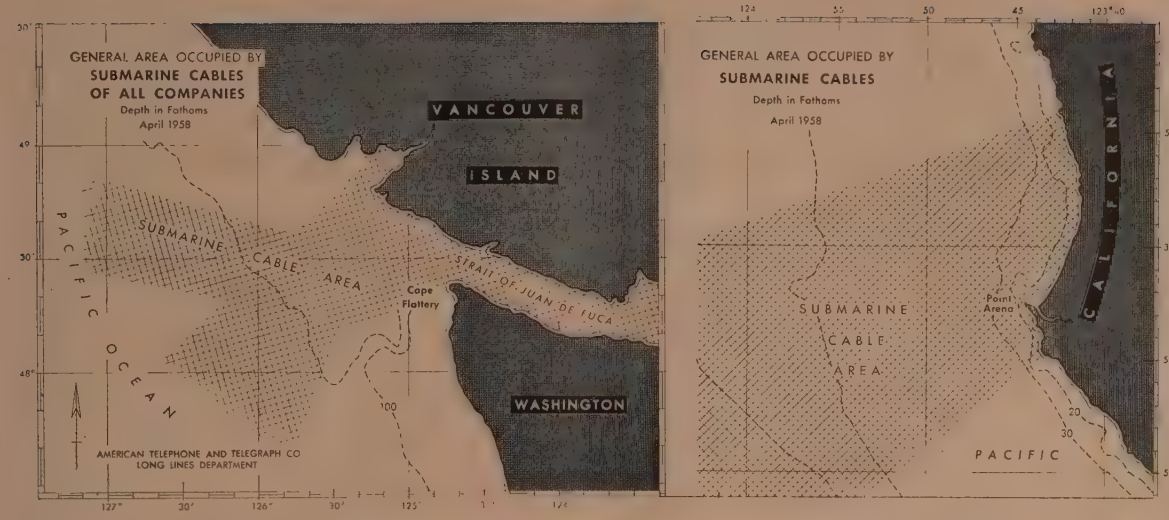

A.T.&T. Offers Money-Back for Gear Lost on Telephone Cables

● Money-back for damage done to fishing gear as result of hanging-up on its submarine telephone cables is offered by the American Telephone and Telegraph Co.

This proposition is being made by the company for a number of reasons, of which the most important are: (1) because it wants to avoid any interruption in service due to damage to its cables; (2) because of the high cost of repairing a broken telephone cable—a cost said to average around $250,000; (3) because there is real danger to anyone cutting a submarine telephone cable, which carries around 2,500 volts of current, far more than that used in telegraph cables.

The company encourages fishermen who foul their gear on what they believe to be a telephone cable to cut away the gear involved and file a claim, with proof.

This may sound like an invitation to replace a lot of gear at the company's expense, but there's a catch which can trip the phony claim. A hit on a submarine telephone cable registers with the instruments ashore. Your claim of time and place can be checked.

General areas occupied by the present telephone cables on the Pacific Coast outside of Alaska are shown in the accompanying charts. The telephone company urges that fishermen familiarize themselves with the location of the cables and so far as possible avoid bottom fishing in the areas.

It is unlikely that a cable would be raised by the gear of most trawlers operating on this coast, but if this should occur the company earnestly urges that the cable be released and the hit reported, with claim for damage done. Any cutting of the cable would be attended by very real danger —as well as expense.

Moreover, it is definitely illegal; although the company does not stress that point. It is asking that the cables be avoided, and released if struck, in order to avoid interruption in service, the great expense of repair, and danger to fishermen.

If you lose gear as result of hitting the cable, the company will make it up to you.

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GREAT NECK, NEW YORK

DIVISION OF SPERRY RAND CORPORATION

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IN CANADA: SPERRY GYROSCOPE COMPANY OF CANADA, LIMITED, MONTREAL, QUEBEC

Ralph B. Hendrickson

William B. Wootton

Substitution:

Hendrickson for Wootton On C.R.P.A. Alaska Team

● Over half a century of active participation in the salmon packing industry slowed down but did not halt Thursday when William B. Wootton, vice president of Columbia River Packers Association, Inc., and for many years in charge of that company's Alaska operations, announced his retirement. He will, however, continue as a member of the company board of directors and will serve in a consultant capacity in connection with the many problems with which he has become familiar in his long career.

Mr. Wootton is succeeded by Ralph B. Hendrickson, associated with CRPA for the past 20 years. Mr. Hendrickson will hold the office of vice president and will take over direction of the company's Alaska fishing operations and of the shipyard and machine shop in Astoria. In addition, he has been elected president of the Excursion Inlet Packing Co., a joint subsidiary of CRPA and Pacific American Fisheries, Inc., of Bellingham, Washington. This company operates a cannery in southeastern Alaska.

Mr. Wootton started in the salmon packing business in 1904 as a pre teenage employee in CRPA's Kinney cannery in Astoria. His first job was given him by the Chinese contractor who hired all cannery labor at that time. His duties were to pile pieces of tin cut out for can bodies in neat stacks.

After a half dozen years at various summer cannery jobs, he joined his father, Tom Wootton, then CRPA's Alaska Superintendent, making the trip by sail to the company's cannery on the Nushagak River on Bristol Bay in 1910. Since that year he has directly participated in the Alaska operation every year, with the exception of the period 1941 to 1944 when he directed CRPA's then extensive shipyard operations in Astoria.

At various times he has had direct charge of the company's canning operations at Nushagak and Naknek on Bristol Bay, at Chignik, and, in later years, the company's joint operation on Excursion Inlet. He has also directed company operations at Ellsworth, Wash., on the Columbia River and at Bellingham on Puget Sound. In addition to his administrative duties at these varied operations, he has been a prominent figure for many years in labor and regulation negotiations relative to the Alaska salmon fisheries and during that time has become one of the best known and highly respected figures in that industry.

Ralph Hendrickson, his successor, also has a long history of fishery experience in the far north. Mr. Hendrickson left a radio school in Seattle to take a job with the Northwest Fisheries Company on Bristol Bay in 1922, then he was employed by the New England Fish Company in its Alaska operations and by the American Can Company as a service representative in Alaska. After 14 years he was employed by CRPA in 1939 as foreman at their new cannery at Naknek. When Mr. Wootton took over general administrative duties relative to company operations in 1943, Mr. Hendrickson became the company's Alaska superintendent and remained in that position until his present advancement in his thirty-fifth year of participation in the far north fish packing industry. Together the two CRPA officials have a total active connection with the Alaska fisheries of 90 years.

C.R.P.A. Reports Record For Operations in 1957

Production and sales of the Columbia River Packers Association, Inc., in 1957 were the highest in the company's long history, T. F. Sandoz, president, reported to the company's shareholders late in April. Net income for the year was $767,41, a gain of 7% over the 1956 net.

C.R.P.A. sales for 1957 were $18,833,740, a new record, and a gain of 14% over 1956. Mr. Sandoz points out that this advance was achieved in the face of the fact that sales for the tuna industry as a whole showed little, if any, advance.

In Alaska salmon the company increased its production slightly, despite an 18% drop for the industry as a whole. Puget Sound salmon production fell short of expectations, as did that from the Columbia River.

Over-all production of tuna was 14% above 1956, with gain in Albacore offsetting a decline in lightmeat.

Canned fish packs and values in 1957 were reported by C.R.P.A. thus:

Salmon	Cases	Value
Alaska . . .	104,883	$ 2,717,690
Puget Sd. .	55,558	1,103,822
Columbia .	143,675	2,430,290
Tuna	904,423	10,787,708
Totals . .	1,208,539	$17,039,510

Big Seiner "Stanford" Victim of Flames

Three crew members of the 87′ San Pedro purse seiner *Stanford* had a brush with Davy Jones last month when the ship caught on fire and sank 12 miles off Avila, Calif.

Stanford was bound for Alaska from San Pedro when she caught fire. Cap. Matt Karnelich, and two crew members C. Gamulin and John Lucick were picked up by the combination boat *Hornet* out of Morro Bay after Hornet's crew saw distress flares.

Capt. Karnelich said that the fire started in the engine room and he gave the order to abandon ship after the flames got out of control.

On the left: The Linen Thread Co. contingent: Ted Danielson, John J. Hughes, F. W. Fiewelling, and John E. Richardson, Pacific Coast manager. American Cyanamid Co.'s Acronize team on the right: T. J. McCann, R. K. Soeck, Van Zante Sales, Inc., Roy R. Klein, Donald Schafer and P. E. Riesenberger.

Notable Exhibits and Exhibitors Who Made the Show At the National Fisheries Convention, San Francisco

Left—Ken Muesterfield, Western Metals; R. A. Littlefield, Seamis Seafoods; W. W. Dumey, Cameron Seafoods, Los Angeles.

Right—American Metals Products team: H. W. Pendoser, J. E. McEachern, R. J. Lloyd.

Left—At the Enterprise Engine & Machinery Co. display: Herbert Priest and T. Bruce Selfridge beside an Enterprise disintegrator.

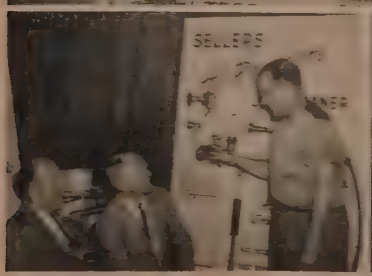
Right—Men from Marathon: Fred M. Deutsch, Anton Kuehn and Robert Shockley of the Marathon Division, American Can Co.

Left—Caterpillar Tractor Co. showed the only engines in the NF show. Here are Armour J. Rivion and H. K. Van Schoick of the convention sales team.

Right—Cryvac's exhibit attracted a lot of attention, and these men helped: Earl F. Schmidt, A. A. Ludding and Fred A. Gregor.

Left—K. Kajiwara presided at the display of the Momoi Fishing Net Manufacturing Co., Ltd., sponsored by its Western Hemisphere agency, Marlon, Inc., Los Angeles. The exhibit featured Marlon, the famous Momoi blend of synthetic fibers used in seines throughout the world.

Right—F. R. Hammer and John Brokaw, Sponge Products Division, B. F. Goodrich Co., found plenty of interest in Spongex floats in their ever-improving designs and applications.



Left—W. B. King and Frank Allen, left and right, of Sellers Injector Corporation explain to Harold J. Kelley of the Carrier Corporation some of the features of the Sellers cleaners widely used in fish packing plants and boat sterilization.

Right—Joseph T. Schooler, smoking, explains the fully automatic package-wrapping machine of the Schooler Manufacturing Co. to an interested prospect. The Schooler firm also displayed its semi-automatic machine.

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN —

News and Views of National Trade in Fish and Shellfish

June, 1958

Peering into the Mists

Obscuring the Salmon Outlook

● Salmon sellers went into June peering into the mists which obscured the dawning season of 1958. Navigational instruments which bring boats and planes through fog are valueless here, but the venturesome laid their courses by the echoes of experience, bouncing off unseen hazards.

The Columbia and Copper River were yielding, and some small parcels of new-pack salmon would be moving before July 1 — but the first Bristol Bay Reds would not be packed until June 24, nor available for shipping before August 1.

Pinks would be later yet and highly doubtful as to volume.

Fraser River Sockeyes could be the real feature of 1958 production in the United States and Canada — but it will be well into September before you can really know what the Fraser holds.

Why? Isn't that awfully late for Sockeyes?

Yes, later than in three years out of four; but the Adams River run which is the mainstay of the Big Year run due in 1958 is always late. Actually, it doesn't appear in the fishery until about August 10, and peak production falls near the end of that month.

By that time the Japanese high seas catch will have been made; Bristol Bay will long since have closed; the Cook Inlet and Northern B. C. areas will have totalled their Sockeye packs — but the wise seller won't shape his ideas of the supply of this species until after Labor Day, for the Fraser can yield fast and heavily and late this season.

● Britain is showing more interest in salmon this year, having increased the amount of exchange available for salmon purchases in North America as well as in Japan.

The U. K. market traditionally wants its salmon red in color and principally packed in halves. Moreover, it favors Sockeyes; and likes the way the Japanese put their fish in the can. Accordingly, with more exchange available, it is a good gamble that Britain will do a good bit of buying in Sockeyes and Red Halves — the items which now seem most likely to be in good supply.

● Current salmon trading? Quiet. Only limited quantities of good on hand. No distress apparent in any category. Prices firm at former levels. Sales light, whether on the primary market or the retail shelves; but the supply is light also.

Summer coming on, always with its special demand for the cool foods that lend themselves to salads, or for salmon as it comes from the can — and regardless of all recipe booklets, lots of the best salmon continues to be consumed that way.

Calif. Fisheries Council Elects Ray Lemoi

Ray Lemoi of Rayola Co., fish brokers, Los Angeles, was elected president of the new statewide California Fisheries Council, and a meeting of the 15-man board of directors was scheduled for July 27 and 28 in San Francisco to consider by-laws for the organization. Bart Ghio of Los Angeles is secretary.

General purpose of the organization is to promote the sale and use of fresh fish, and to protect the interests of brokers and wholesalers. The California Fisheries Council is divided into northern and southern groups, with separate directors, seven for each region, and a fifteenth member chosen by the 14. Mr. Lemoi was the 15th director chosen, following which he was also named president.

The two leading projects under consideration at the moment are:

(1) A co-ordinated campaign of advertising and promotion of fish;

(2) investigating the possibility of a Marketing Order for the fisheries industry, similar to those now in force on poultry and other food products industries.

Southern California Domestic Tuna Deliveries

Cumulative totals for 1958 through May 10, in tons, as reported by U. S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
Clippers and Albacore Fleet	4		17,662	15,894	31	33,591
Purse Seiners	..	1,205	576	10,246	276	12,303
Total 1958 through May 10	**4**	**1,205**	**18,238**	**26,140**	**307**	**45,894**
Total 1957	221	104	12,808	29,070	66	42,269
Total 1956	180	1	20,347	36,826	..	57,354

Crest Importing Co. Conferees—Following its usual practice the Crest Importing Co., San Diego, at the N.F.I. convention held a general meeting of its brokers and producers. Above are Crest principals with a number of their brokers, from left to right: **Arthur Frohman,** L. H. Frohman & Sons, Chicago; **Joe Desnick,** Fist Brokerage Co., Minneapolis; **Mel Carlson,** Portland Fish Co. Portland; **Joe Merlo,** Koulouris & Casaretto, Los Angeles; **Jack Willis,** Crest Importing Co.; **John Peterson,** Washington Fish & Oyster Co., San Francisco; **David Frohman,** L. H. Frohman & Sons; **Henry Branstetter,** Crest Importing Co., standing; **Gordon D. Murphy,** Gordon D. Murphy & Co., New York.

Union Fishermen's Canning Company Re-elects Officers

Carl O. Moberg was re-elected president of the Union Fishermen's Cooperative Packing Co. at the corporation's annual meeting at Astoria in March.

Other officers, all re-elected, are: Reino Niemi, first vice president; Albert Keranen, second vice president; Harold Niemi, secretary; Elmer Astala, Waino Suti, Eino Koskela, George Carlson and William Puustinen.

Rolf Ostrem is general manager.

The company recently entered into an arrangement with Whitney & Co. under which a portion of the Puget Sound salmon receipts of the Whitney firm will be canned at the Astoria plant; With Whitney & Co. having rights to the use and distribution of the Union Fishermen's famous *Gillnetters Best* brand in all markets outside Oregon.

Columbia River Packers Association, Inc.
Astoria, Oregon

"Be Slim, Have Vim, Eat SWIMfood"—Martin

● "Be Slim have Vim eat Swimfood." that's the peppy slogan that John G. Martin, food broker, San Francisco, chairman of the promotion committee, Northern California Seafood Institute, has cooked up for signs to be placed on delivery trucks, in restaurants, wholesale and retail fish houses, and food stores, to stimulate sale of fish and seafood.

The sign, as shown above also states that "swimfood is fish and seafood, high-protein, low fat, and minimum cholesterol. John states that the NCSI provides a banner around which the fish industry can rally. The signs are porcelain enamel 18 x 36", 20 year life of non-fading colors of red, white and blue, made available by the NCSI on a non-profit basis. The one sided signs are $5.00 and the two sided $7.50, with brackets.

Mr. Martin states that he has received very good response from all those contacted and that northern California will soon be blossoming out with the attractive signs.

Pacific Northwest Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

Items and Packages	Per Case
Puget Sound	
Sockeye, halves	$23
Sockeye, quarters	13
Alaska	
Red, talls	33 -34
Red, halves	21 -22
Pink, talls	23
Pink, halves	13 -13.50
Pink, 4-lbs. (12)	24
Coho, talls	26 -27
Coho, halves	15 -16
Coho, quarters	9.50
Coho, 4-lb. (12)	26.50-28
Chum, summer, tall	18
Chum, fall, tall	-17
Chum, summer, halves	11 -11.50
Chum, fall, halves	10.50
Chum, 4-lb. (12)	19 -20
King, talls	28.50-29
Columbia River	
Chinook, ½ oval (12)	14 -14.25
Fancy, halves	24 -26
Fancy, quarters	13 -14.50
Choice, halves	17
Choice, quarters	9.75
Silver, halves	16 -17
Silver, quarters	9 - 9.75
Tuna, Northwest Pack—	
Albacore, fcy., 7 oz.	12.50
Yellowfin, chunk, 6½ oz.	9.75
Tuna, Featured Pack—	
Albacore, fcy., 7 oz.	14.85-15.25
Albacore, fcy., 3½ oz.	8.50- 9.15
Albacore, chunk, 6½ oz.	10.50-13
Albacore, chunk, 3 oz.	6.50- 8
Lightmeat, fcy., 7 oz.	14.25
Lightmeat, fcy., 3½ oz.	8.70
Lightmeat, chunk, 6½ oz.	12.50
Lightmeat, chunk, 3 oz.	7.65
Canned Crab—	
Dungeness, 24, 6½ oz.	11
King, 24, 7½ oz., fcy.	29
King, 24, 1s, fcy.	26.50
King, 24, 7½ oz., fcy.	13.35
Northwest Shrimp—	
Wet Pack, 24, 6½ oz.	7.30- 7.50

Producers and Distributors—Crest Importing Co. principals with Mexican operators: from the left: **Lic Salvador Trueba,** Exportadores Asociados, S.A. de C.V., Mexico City, an affiliated company of Crest; **Robert Avendano,** Congeladora de Salina Cruz, Oaxaca, Mexico; **Jack Willis,** president, Crest Importing Co., San Diego; **Jorge Coppel,** Congeladora del Pacifico, Mazatlan; **Miguel Blasquez,** Mexico City; **Henry Branstetter,** Crest Importing Co.; **Arturo de Cima,** Congeladora del Pacifico.

Simpson, Roberts, Ltd., Re-opens Vancouver Office

Simpson, Roberts & Co., Ltd., old-established import and export house of Liverpool, England, has decided to re-open its own office in Vancouver, B. C., with C. R. Harrison in charge as manager.

For the past several years the British company, with trade connections all over the world, has been represented on this coast by Shafer-Haggart Ltd., a Vancouver firm which specializes in canned salmon and other fish, fish oils, meal and dry salt herring.

For many years prior to the war Simpson, Roberts & Co. maintained their own office in Vancouver, with E. O. Cornish in charge. Following Mr. Cornish's death the company was not directly represented here until Shafer-Haggart, Ltd., was asked to take over.

Mr. Harrison has been with Simpson, Roberts & Co. in Shediac, N. S., but will take over his new post on the west coast this summer.

Japanese Salmon Prices Are Slightly Reduced

• Minor reductions in price from the 1957 scale are noted in the price agreement for 1958 between the North Ocean Mothership Council and the Federation of Japan Salmon Fishing Vessel Operators Associations. The agreement was reached May 5, the date when the 15 fleets departed for the Aleutian area.

Prices per fish by species, with comparison for 1957 are:

Species	1958	1957
Red	*Y*300	*Y*310
Chum	125	135
Pink	75	75
Silver and King	205	210

The yen is officially valued at .28c each. Thus the price of a Red salmon at *Y*300 is 84c, payable to the owner of the fishing vessel, who meets all costs of vessel, crew and gear.

Richer Redder
PILLAR ROCK
FANCY RED SOCKEYE
SALMON
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SEATTLE, WASHINGTON

Consumer-Level Prices In Pasadena Supers

Pacific Fisherman took a few notes of prices in two prominent Los Angeles area super-markets a few weeks ago. These are representative:

Alpha Beta super in Pasadena: many 1½ lb. packages of frozen shrimp, mostly "Top Frost" brand; halibut steaks, "Top Frost," 12-oz., 65c; salmon steaks, same brand and weight, 69c; "San Juan" eviscerated crab, 1 lb., 12 oz., $1.

Market Basket, Pasadena: canned items: "Peter Pan" Pink talls (Japanese product), 63c; "Libby" and "Del Monte" Red talls, 89c; same halves, 59c; "R.E.D." Sockeye halves, 69c; "Bumble Bee" King crab, 6½ oz., 85c; "Kachemak" 6½ oz. King crab, 75c; "Star-Kist" Albacore, fancy, 39c; same chunk, 35c; "Priority" fancy, 33c; "Chicken of the Sea," solid Albacore, 39c; solid Lightmeat, 35c; chunk Lightmeat, 31c.

Alpha Beta canned items: "Libby" Red halves, 59c; "Del Monte," ditto; "R.E.D." Sockeye halves, 67c; "Peter Pan" Pink halves (Japan pack), 35c.

Quality
Pink Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

California Imports of Frozen Tuna

Cumulative data in tons for 1958 through May 10, and for other years to the nearest comparable date. Data from U. S. Market News Service.

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	782	20	1,987		2,789
San Pedro	4,605	1,224	9,604	82	15,515
San Diego	565	135	1,211		1,911
Total to May 10	5,952	1,379	12,802	82	20,215
1957	8,916	4,840	8,359	102	22,217
1956	5,206	3,055	12,080	81	20,422

King Crab Freezing Tackled by Japanese

Venturing again into the Cape Oliutorskii area of the Siberian coast, which proved unproductive in 1956, Nippons Suisan K.K., one of the great Japanese fishing companies, this season is also embarking on the freezing of King crab.

The expedition this year is served by smaller craft than in 1956 and appears to be directed primarily at crab freezing.

Mothership is the 500-ton *Uji Maru,* served by three trawlers of the 100-ton class and a 500-ton reefer called *Tenryu Maru,* which is assigned as a transporter, due to make five trips back to Japan during the 3½-month operation.

The fleet target is for 20 tons of frozen crab, including King, Abura and Zuwai species; while herring and cod will be both frozen and salted.

Lazio Packing Crabs In Pliofilm Bags

Tom Lazio Fish Co., Eureka, is packing whole, eviscerated crabs in pliofilm bags provided by the Cello Bag Co., Seattle. The frozen crabs are packed under the Shelter Cover brand, and are shipped all over the United States, according to Angelo Intersimone, manager, Tom Lazio Fish Co.

Today's Salmon Buyer Is "Inventory-Conscious"

A condition of inventory-consciousness" is general among salmon buyers throughout the East, and to a somewhat less degree in the Middle West, in the view of E. B. McGovern of McGovern & McGovern, Seattle canned fish factors, who this spring concluded a months-long coverage of principal buying centers.

"Not that inventories are onerous at all; but that the buyers are anxious to keep them a lot less than that—and that they think prices are too high for ready movement at a time when business is saggy.

"I found no complaint about the product, only about the *price.* People like salmon, but they don't like what they have to pay for it under cost conditions which result from short packs and ruinous costs per case."

P.A.F. Registers Sharp Loss on 1957 Business

Loss of $1.99 in 1957 was reported for Pacific American Fisheries, Inc., by President S. G. Tarrant in his annual report to the company's stockholders. This compared with a profit of $1.80 in 1956.

Volume for the year, including the Cedergreen Frozen Pack Corporation, was $12,414,141, a moderate decline from $12,849,627 the year before.

The company's book value at year-end Feb. 28 was given as $27.58, more than twice the selling price of the stock on the New York Stock Exchange.

More Shrimp than ever before* are processed by Peelers Co. Machines**

*More than ¼ of the total catch

**The Peelers Co. specializes in shrimp peelers, deveiners, and graders.

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Since 1901

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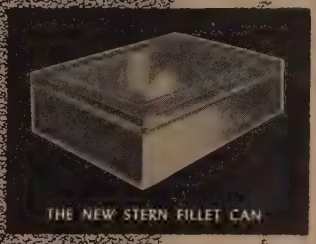

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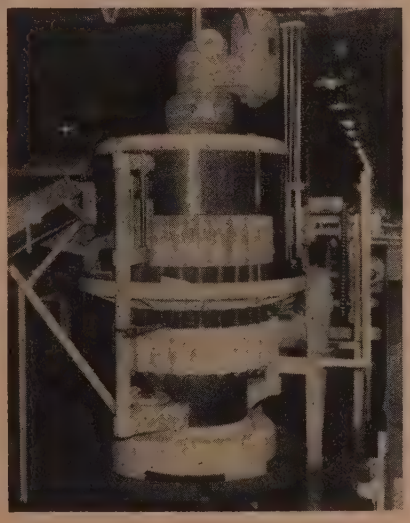

Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 140 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

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Marine Hardware Company, Inc.
Cooperative Building
San Pedro, Calif.

Marine Hardware Company, Inc.
304 Sardine Street
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Oregon Marine Supply Company
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Oregon Marine Supply Company
235 Southwest First Avenue
Portland 4, Oregon

Pacific Fishing & Trading Co.
1403 West 45th Street
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Pacific Marine Supply Company
1217-1223 Western Avenue
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San Diego Marine Hardware, Inc.
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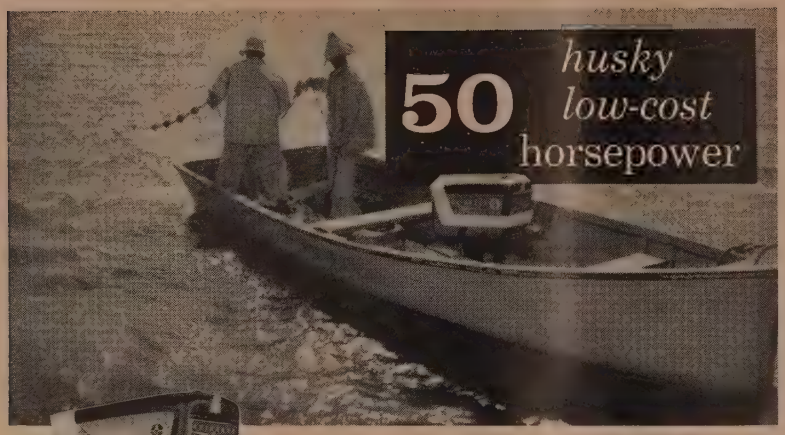

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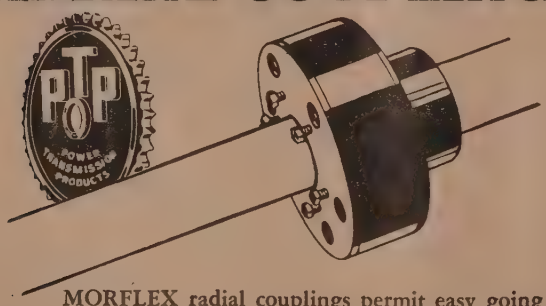
MARINE COUPLINGS



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Neoprene couplings permit smoothest operation. Morflex absorbs vibrations, eliminates electrolysis between shaft and engine and permits *quiet* operation of the screw. Call POWER TRANSMISSION PRODUCTS; their experienced engineers can solve your torsional problems.

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Einar Beyer Retires; Dignon Heads "Nopro"

● Einar Beyer, who will be 88 in August, retired from business in May.

Northern Products Corporation, which he founded in 1923, has been acquired by Robert Dignon, who has been its Seattle manager for a number of years. He will be president of the company, whose activities will be centered in Seattle. The New York office, which Mr. Beyer has maintained since 1942.

Northern Products Corporation from its foundation has been one of the leading firms in the distribution of Pacific mild cured salmon from Alaska, British Columbia, the Pacific Northwest and California, operating in the export as well as the domestic trade. It has also been a notable factor in marketing frozen salmon, particularly to the smoking trade. Mr. Dignon expects to continue the business along traditional lines.

Mr. Dignon joined Northern Products in 1935 and became manager of its western operations a number of years ago.

Mr. Beyer first began handling Pacific mild cured salmon in Germany in 1894, and for a number of years his European business was among the most important outlets for the product. With other European businessmen he became interested in the Wiese Packing Co., which built a cannery at Rose Inlet in 1912. Two years later Mr. Beyer came to the United States to manage this company; later becoming interested in the organization of a number of others, including canneries at Knight Island and Hidden Inlet.

As his salmon interests expanded he brought his nephew Haakon B. Friele from Norway to enter the business. Mr. Friele later became manager of the Nakat Packing Corporation and continues to the present as president and chief executive of this subsidiary of the Great Atlantic & Packing Tea Co.

Upon the death in 1942 of Peter Arnesen, who had been New York agent of the Northern Products Corporation for years, Mr. Beyer moved his personal headquarters to New York and devoted his attention to distribution in the metropolitan areas of the East.

Williamson to Europe

Jack Williamson, partner in Fortune Fisheries, San Francisco, accompanied by Mrs. Williamson, flew to Stuttgart, Germany, last month to attend the wedding of their daughter Norma to Thomas de Bettencourt, who is presently in the U. S. Army. Following the wedding the Williamsons planned a tour of points of interest in Europe.

POLYVINYL BUOYS —

Plastic Applied to Gear for Halibut, Crabs and Seining

● High-strength plastic moves into a new field in fishing gear with the introduction of "Polyform" plastic buoys, manufactured in Norway and designed for specific duty in the crab and halibut fisheries, while subject to wide application for auxiliary flotation in purse seining.

While they have specific applications of their own, "Polyform" buoys are intended to replace "Scotch buoys" and rubber markers. The buoys are spherical in basic form, with a conical projection of specially molded section where the gear is attached and the float inflated. Sizes, rated in inches of circumference, are 40", 50", 60" and 75"; but the buoys may be inflated without distortion to considerably larger size if desired.

For example, sizes, normal inflation range and flotation ranges are: Size 40—34-44", 27-53 lbs.; Size 50—44-54", 53-100 lbs.; Size 60—54-62", 100-160 lbs.; Size 75—62-70", 160-260 lbs.

The floats are made of a particularly tough polyvinyl plastic and are available in any color, although normally furnished in orange to give visibility on the sea. Long tests in Arctic service prove the material does not become brittle, while tropical use shows sunlight does not impair strength of the material nor heat render it soft and sticky. It is completely resistant to rot and the color is permanent.

Polyform buoys, which are distributed in the United States by Canor Plarex, Inc., 2614 Western Ave., Seattle; and New York, are molded to engineered section, particularly at the point of attachment and inflation at the tip of the conical projection. Structure there is heavily reinforced to provide a large margin of strength. For example, the plastic material at point of attachment exceeds in strength any rope which will pass through the buoy eye. The soft material of the float of course eliminates abrasion on the becket. Maximum inflation of the buoys without distortion gives increased buoyancy when they are used in submerged duty.

While the strength and toughness of the "Polyform" buoys makes them almost indestructible in the severest duty; and the characteristics of the polyvinyl are immune to rot, natural heat ranges and sunlight, it is easy to repair the buoys if they are cut accidentally. This is accomplished by means of vinyl sheet and a plastic solution.

Jan Koren, manager of Canor Plarex, Inc., reports the buoys are available through most fisheries supply stores and that they have proven of special interest to halibut fishermen and crabbers; while they are expected to prove of special interest to the Puget Sound and Canadian Sockeye and herring seiners. In tuna seining, where excessive sunlight and high temperatures are very severe on rubber gear, they are expected to prove ideal in service of the severest type.

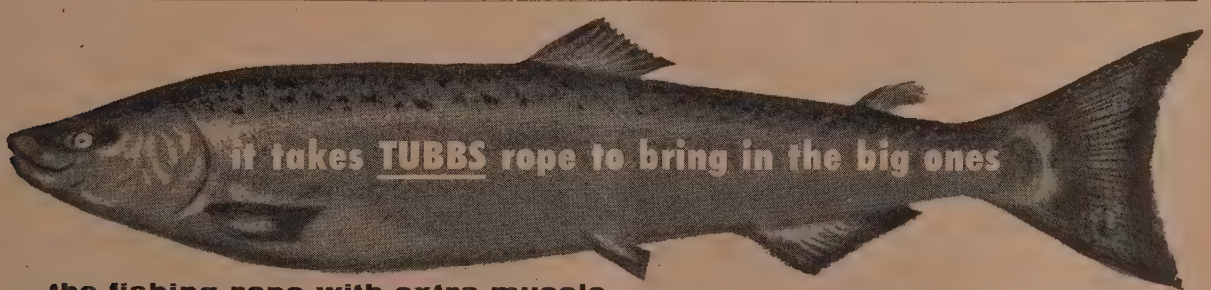
Polyform inflated polyvinyl plastic longline, purse seine and crab pot buoy developed in Norway and being marketed in the United States and Canada by Canor Plarex.

Bush Buys "Gary Lee"

Neal Bush, Mill Valley, formerly skipper of the trawler *Lawrence*, owned and operated by Tom Lazio Fish Co., Eureka, now has his own boat, the *Gary Lee*, a 52' combination boat which he purchased from Louis Howard, Morro Bay.

Net Tank at Noyo

Dan McRae, marine agent for General Petroleum Corporation, Noyo Harbor, Fort Bragg, has installed a dip tank for the convenience of his net fishermen friends. General Petroleum copper napthanate is used as a dip.



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"Channelgard" Provides Monitor On Emergency Radio Calls

"Channelgard," a new radio-telephine attachment designed to provide a constant monitor of 2182 kc (distress and calling frequency) is announced by Sesco Inc., Friday Harbor, Wash.

Eliminating both the need for a completely separate receiver in the marine bands, and the harmonics interference of a second receiver, the Channelgard allows the operator to receive all calls, even when the receiver selector is on another channel. It has a single combination off-on and gain control.

Only 5"x7"x2", the Channelgard is mounted on or near the main set, plugs into the output tube in the receiver circuit and is attached to the antenna lead, so is extremely simple to install with any make R/T set. It is designed to operate on any DC voltage or AC power supply and adds only a negligible additional power load with its 2-tube circuit. Cased in extruded aluminum with a permanent "Alodized" corrision-resistant finish, the Channelgard is sturdy, compact, lightweight, and non-magnetic.

Channelgard, the compact radiophone unit which provides constant monitor on radio emergency bands.

Linen Thread Co. Moves Some Operations to Alabama

The Linen Thread Co., Inc. is now in the process of completing the transfer of certain netting operations from their plants at Chicago and Baltimore, to Blue Mountain, Alabama.

The Blue Mountain Mill has been the source of raw material in the form of twines to both the Chicago and Baltimore factories for processing into Commercial Fish Netting and Sports Netting. The transfer of the netting operations to the South means a new industry at the Blue Mountain location of The Linen Thread Company and greater efficiency and economy in the Company operations. This new industry is employing several hundred more workers.

The Linen Thread Co., Inc. are leaders in the field in the production of Commercial Fish Netting, Sports Netting, Camouflage Netting for the Armed Forces and nets for various other uses. The Company has been serving the World since the early part of the 18th Century.

Upon completion of the move, R. C. Moyer will assume the position of General Manager of all operations at Blue Mountain. Ralph N. Mallard will become Manager of the Thread and Twine Division with Carroll Huber, transferring from Baltimore, Maryland, as Manager of the Netting Division.

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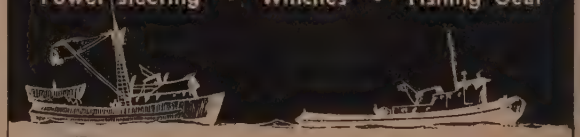

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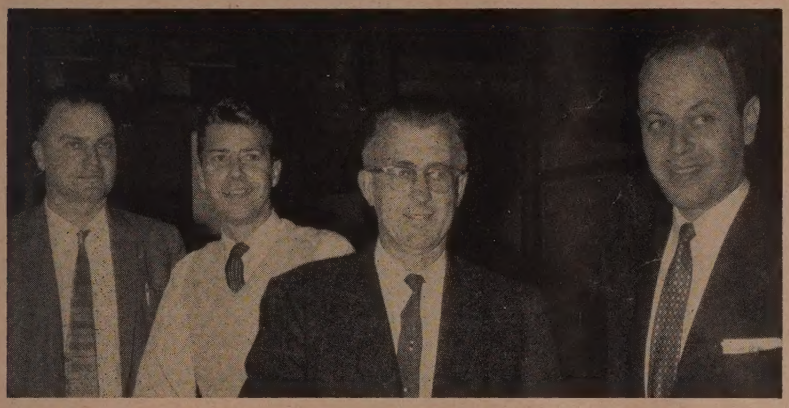


Deutz diesels for marine and industrial use are being distributed in the Seattle area by Pacific Marine Supply Co., following appointment by Diesel Energy Co. of New York. Ralph D. Friedlander, general sales manager of Diesel Energy Corporation, is shown here on the right with some of the sales staff. Reading from Mr. Friedlander, Ed Engelhardt, Donn Cripe and Bill Thompson. Mr. Friedlander visited the National Fisheries Institute convention in San Francisco and principal fishery centers along the Pacific Coast.

Thos A. Short Co. Gets Petter Diesel Distributorship

Thomas A. Short Co., 3430 Wood St., Oakland, Calif., well known northern California marine engine distributors has been appointed to represent the Petter diesel engine in that area.

The Petter, four cycle full diesel engines do not require premium fuels, and they are widely known for trouble free, long life in heavy duty service for refrigeration power, generator power and small boat propulsion.

The engines come in sizes from 1½ to 44 hp, and the Thomas A. Short Co., which recently moved to its new location, has a complete stock of engines, generator sets, parts, immediately available. The telephone number is OLympic 5-6557.

The Thomas A. Short Co. has been noted for many years for its service and trained service men are available for the Petter engine.

Santa Barbara Chrysler Dealership Goes to Rod

A new Chrysler marine engine dealership, covering Santa Barbara County, Calif., was announced recently by the Chrysler Marine and Industrial Engine Division. Under the appointment, Rod's Marine Sales and Service, 29 State Street, Santa Barbara, becomes the Chrysler marine engine distributor for the area. Roderick White is president and Howard Miller manager of the firm.

Exide Trains Nation-wide Staff

Exide Industrial Division of The Electric Storage Battery Company, Philadelphia, has just completed training of its nation-wide staff in latest techniques of servicing its new, complete line of Electric Products battery-charging equipment.

More than 100 Exide service engineers and sales-service engineers from 38 cities attended the clinics held in seven cities from coast to coast.

Oswald Machine Handles Lister-Blackstone Diesels

Oswald Machine Works, Fishermen's Wharf, San Francisco, has been appointed northern California distributor for Lister-Blackstone diesel engines, according to Bud Oswald.

Lister-Blackstone makes a full line of diesel engines, and Oswald Machine Works are featuring the new line of air-cooled diesel engines from 3½ to 30 hp. which are especially suitable for many auxiliary uses. Oswald Machine Works will have a complete stock of parts.

Deutz Engine Line Adds 3 New Air-Cooled Diesels

Three new models of Deutz air-cooled diesel engines have been added to the existing line, it is announced by the Diesel Energy Corporation, sole United States representative.

The new engine models are 3, 4, and 6 cylinders, vertical in-line engines, with a bore and stroke of 3¾x4¼ inches. Like on all the other Deutz air-cooled engines, the development engineers have again used the "unit cylinder" construction principle. The new models develop brake horsepower of 33, 44 and 66 continuous at 2300 rpm; with intermittent output at 2800 rpm. of 45. 60 and 90.

The new units can be used for marine propulsion and auxiliaries and are typical for low fuel consumption.

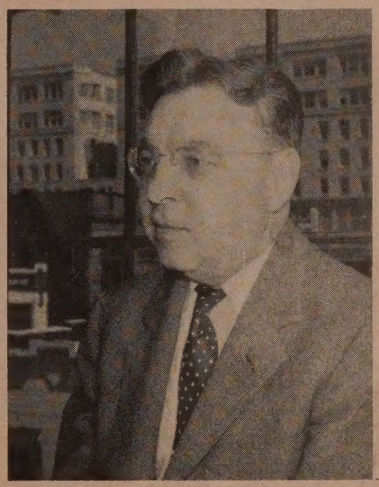
Continental Can Picks Fisher As Director of Sales

Raymond G. Fisher has been appointed to the new post of vice president in charge of marketing with over-all responsibilities for sales for Continental Can Company, H. M. Blinn, vice president of the Pacific Metal Division of Continental, has announced.

A native of Utah, Mr. Fisher was in the governmental and military service in the United States and abroad for many years, and was economic advisor to the Rockefeller family for six years before joining Continental Can Company in 1952 as director of economic research. He has served since 1956 as director of sales research and promotion.

New 1500-w. Norseman Plant

A 1500-watt electric plant is one of a new line of gasoline electric plants introduced by Norseman Marine, 105 Nevada Street, Oshkosh, Wisconsin. The Norseman line includes a range of air cooled models from 350 watts to 2200 watts powered with Briggs & Stratton 1-cylinder air-cooled engines.



A. Bednar of the L. Q. Moffitt Co., national distributors for Goodrich Cutless rubber bearings, was photographed by **PF's** camera during a recent visit to Seattle. Mr. Bednar, vice president of the firm, was in Seattle to confer on use of a special bearing.

Norwegian Manufacturer Knut Beyer-Olsen, left, manager of Polyform, Aalesund, Norway, manufacturers of inflatable plastic buoys, floats and specialists in the molding of large plastic articles, photographed in the offices of **Pacific Fisherman** with Jan Koren, Pacific Coast manager of Canor Plarex, Inc., exclusive distributor of Polyform fishing products in the United States and Canada. Mr. Beyer-Olsen visited Pacific coast fishing centers of both countries in May, studying at first-hand the fisheries in which Polyform buoys are being employed in rapidly growing degree.

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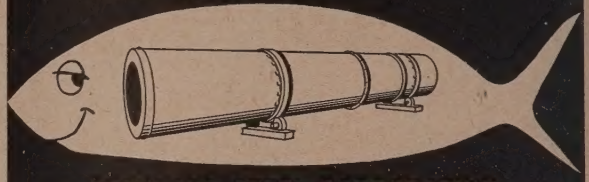

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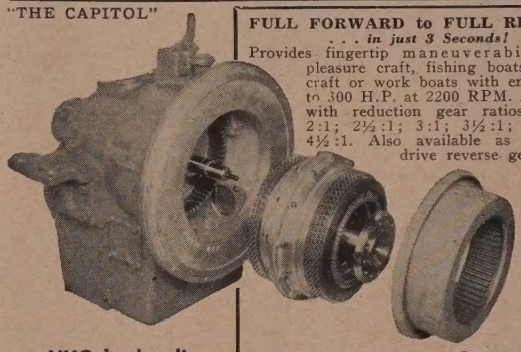

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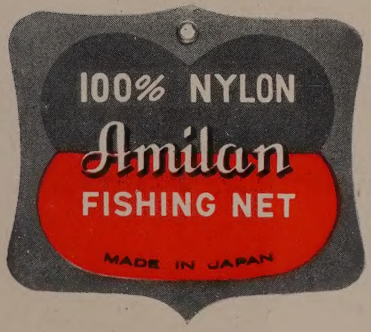

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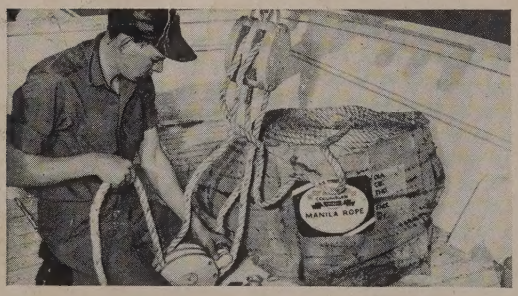

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